THE

Hongkong Weekly Press

AND

China Overland Trade Report.

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BIRTHS.

On the 23rd May, at Batu Gajah, Perak, Federated Malay States, the wife of ALMA BAKER, of a daughter.

On the 8th June, at "Auchencairn," Tanglin Road, Singapore, the wife of G. M. PRESTON, of a daughter.

On the 11th June, at Madrid, the wife of HILARION GONZALEZ DEL CASTILLO, ex Spanish Consul of Nagasaki, of a son.

MARRIAGES.

On the 29th May, at Batavia, Java, J. C. FERRIER, of the Borneo Co., Ld., to LILY, widow of the late R. C. HENDRIE, Singapore.

On the 9th June, at H.B.M.'s Consulate, and afterwards at the Holy Trinity Cathedral, Shanghai, WILLIAM FRITH PREW, of Mansfield, England, to MARY, younger daughter of the late CHARLES WANDERLEACH, of I.M. Customs.

DEATHS.

On the 2nd June, at Weihaiwei, GEORGE HENRY ENGLISH, 3rd Battalion Rifle Brigade, attached 1st Chinese Regiment, aged 36 years.

On the 6th June, at Singapore, HARRY L. NEUBRONNER, second son of the late A. W. NEUBRONNER, late of the Selinsing Mines, Pahang.

On the 7th June, at Nagasaki, ROBERT ARCHPRENTICE MILLER, of Hutchesontown, Glasgow, aged 32 years.

On the 8th June, at "The Hills," Shanghai, BRYCE G. NICHOL, of Messrs. S. C. Farnham, Boyd & Co., Ld., aged 27 years.

On the 8th June, at the General Hospital, Shanghai, ANNIE F. GLADWELL, of the Victoria Nursing Home.

On the 10th June, at Marseilles, ELISABETH IDA, the beloved wife of EDM. JOHANNSEN. (By cable.)

On the 11th June, at the General Hospital, Shanghai, PERCY, son of the late EDWIN WHEEN, Sheffield, England, aged 39 years.

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HONGKONG OFFICE: 14, DES VŒUX ROAD CL.
LONDON OFFICE: 131, FLEET STREET, E.C.

ARRIVALS OF MAILS.

The American mail of the 17th May arrived, per P.M. steamer *Peru*, on the 16th June (30 days); and the English mail of the 23rd May arrived, per P. & O. steamer *Bengal*, on the 19th June (27 days).

EPITOME OF THE WEEK.

The United States House of Representatives has rejected the Government Bill for a Trans-pacific cable by 108 votes to 71.

By the *Nippon Maru* on the 18th inst, there left Hongkong for Nagasaki the Grand Duke Boris, cousin of the Tsar of Russia.

Prince Komatsu has been received in audience by King Edward, to whom he handed the Imperial Japanese Orders of the Chrysanthemum and Crown.

The Japanese cruiser *Tak o* has been ordered to Weihaiwei, where she will take part with the British squ dron in celebrating the Coronation of King Edward on the 26th inst.

It is officially stated that a clause has been agreed upon in the Special Commissioners' treaty whereby China undertakes to remove within two years the artificial obstructions to the navigation of the Canton River.

The *Débats* (Paris) says that the name most frequently mentioned now as the probable successor of M. Doumer as Governor-General of Indo-China is that of M. Ch. Laurent, one of the heads in the Ministry of Finance.

Amoy is hoping that a British man-of-war will come to the port to take part in the celebration of the Coronation on the 26th June, as there is to be a grand display at Amoy on that day, for which preparation is going on.

During the second day (Thursday) of the libel case O'Shea *v.* Cowen at Shanghai, little progress was made. The case will last several days. This is the case arising out of an article entitled "The Shanghai Liar" in a paper belonging to Mr. Cowen.

The *N.-C. Daily News* correspondent at Swatow writes that the native merchants are fighting the new *lekin* by a policy of "Sit still!" The authorities have not as yet dared to make the proposed levy effective and the native merchants show no inclination to help them out of their difficulty.

A decree has been issued in Indo-China providing for the occupation of Cambodia by a company of Cambodian tirailleurs. The decree places, on all occasions, the commandant of the force under the authority of the commandant of the naval base for all questions concerning defensive measures.

Pak Chi-sun, Prime Minister of Corea, is expected to leave Seoul early next month on a month's tour to Japan.

Our Shanghai correspondent telegraphed on Thursday night: "A reliable foreign resident reports that all is quiet in South-west Chihli. The rebels have laid down their arms and returned to their villages. Viceroy Yuan Shikai's soldiers have behaved well and pillaging has been firmly repressed." There seems to have been the usual amount of exaggeration in the reports of this rebellion.

Owing to the breakage in the cable between Manila and Hongkong, residents of Manila did not learn of the termination of the Boer war until Saturday, 7th inst., when the *Nippon Maru* arrived. There was great rejoicing among the subjects of King Edward in this city, says the *Manila American*. Champagne corks were popping at the English Club and good cheer prevailed on every side.

The *Times*, in a leader, declares that a *pro rata* reduction of Great Britain's indemnity claims will increase the confidence of the Chinese in British justice and fairplay. The Chinese will contrast British and American attitude with that of effusively friendly states. Great-Britain is ready to let the Chinese exclusively construct the Peking-Great Wall railway, but she is bound to firmly resist the conquest of Chinese railways by Russia.

The people of Formosa are beginning to cut their hair. That sounds like an idle announcement, says the *Japan Mail*, but it means a great deal. It means final abandonment of the life of an outlaw. From many districts news of the removal of the pigtail is announced, and the general belief is that the change has been brought about by the extensive operations undertaken against the rebels from the 3rd to the 29th of April. A whole brigade of troops was employed, and after driving the rebels from place to place they finally brought them to bay and killed or captured a great number, having only a small list of casualties themselves—one killed and about 20 wounded. The people of Formosa have been wearing the pigtail for 300 years.

A Peking telegram of the 2nd inst. to Japan says:—The Russian Minister to Peking has lodged a strong protest with the Chinese Government against the agreement between Great Britain and China for the transfer of the North-China railway. He declared that the Russians in Manchuria will not be withdrawn unless the agreement is cancelled. The British Minister to Peking is reported to be considering the withdrawal of the agreement, but the Commanders of the Allies are unanimously of opinion that the supervision of the railway should be retained by them, and it is expected that a Committee to superintend the railway will be elected from all the Powers and not only from Great Britain, Germany, and Japan, as was originally proposed. The conference of foreign Ministers have failed to arrive at any decision on account of the absence of the German and other Ministers. It is understood, however, that the conference will not interfere with the resolutions arrived at by the Council of War of the Allies, and the attitude of Viceroy Yuan will ultimately decide the question of the transfer of the Tientsin Administration.

GREAT BRITAIN AND RUSSIA.

(*Daily Press*, 17th June.)

Between the conclusion of peace in South Africa and the approaching Coronation of their Majesties King EDWARD and his Consort the world seems to be enjoying a momentary respite. The solemn investiture of the sovereign as the head of his people has in few countries preserved as much of its original dignity as in England; and the approaching rite, following, as it does, the conclusion of a peace where the rights and feelings of the conquered have been as studiously and zealously respected as those of the victorious people, points to the Coronation of King EDWARD VII. as likely to remain for all futurity one of the landmarks of history. Six years ago in the ancient city of Moscow a similar occasion for the instant diverted the thoughts of Europe from projects of internecine hostility; and the hope was universal that in the crowning of the young Tsar, and of his graceful Consort, more especially dear to English hearts, there was a promise and pledge of future relations of a more amicable nature arising between the great powers of Europe. Unfortunately these hopes have been blighted, and the newly inaugurated Tsar, whether from innate infirmity of purpose, or from a desire to emulate his great grandfather and namesake NICHOLAS I., has permitted his government to drift into even worse excesses than those that marked the reign of his predecessor of evil augury. The condition of Russia, dangerous to herself, as well as threatening to the peace of her neighbours, is in fact the one black spot on the horizon during the preliminaries of King EDWARD'S Coronation. The conclusion of peace in South Africa curiously has given occasion to display the feelings with which Russia regarded the Boer contest. Russia's accepted policy of supporting always the cause of administrative government, whether right or wrong, would not permit her openly to take the part of the Boers against the English Government, but nevertheless she took no care to conceal her desires that, happen what would to the Boers, they would be able to paralyse the British power, and prevent its exercise, at all events, in Asia. She had already planned a general advance from the Caspian in the west to Corea in the east. It was evidently Russia's hope that the result of the war would be that sooner or later the British Government would be compelled to send a sufficiently large portion of her Indian army to Africa to weaken seriously her forces on the north-western frontier of India, and that Russia would be able to take advantage of this to push her intrigues amongst the always excitable natives of Afghanistan; and that thus she would find a free hand for a movement in force into Persia, which would at once give her a long coveted opening to the Persian Gulf. What she was to do then would, of course, depend upon the course of events. Since the Coronation of the Tsar NICHOLAS II. she has steadily pursued the opening which the amenableness of the late LI HUNG-CHANG to Russian methods offered of fomenting disturbances in China, and the results of these methods were seen even more conspicuously than Russia quite intended in the *émeute* of June, 1900, in Peking itself. However that was, Russia was unexpectedly ready to take a hand in the strange events that followed.

Without imputing to Russia the inception of the revolt of the Chinese Court, it was certainly by no blind chance that Russia found herself with a formidable army (at least on paper) along the borders of Manchuria, and there is no doubt that she was fully convinced that for once she would have been able to steal a free march without the possible interference of England. The subservience of France she knew she could depend on; over Germany when affairs became serious she had only to hold out the old threat of an invasion of her Polish provinces, which Germany has never had the *savoir faire* to conciliate; and the rest were a negligeable quantity. The immediate action of England, and her despatch of a considerable force from India, was a contingency she had never contemplated. Even so it seemed at first to be a comparatively light matter, and Russia probably thought that the presence beside her own Cossacks of an inferior force of Indian troops, whose fidelity she was content to believe was more than doubtful, might be actually turned to her advantage. When, however, in place of such a body, she found within a few weeks a thoroughly equipped army of well-drilled troops proud of their service, and far superior to her own levies in everything that constitutes an army, it may well have been that the sight was not a welcome one. At all events the methods of Russia have plainly undergone a marked change. Brute force has evidently for the moment been discarded as out of the question. But it is not to be supposed that the idea has in the slightest degree changed; and we miss unfortunately from the present occasion those feelings of assured peace with which the nation had hoped to greet the great event. The Coronation of King EDWARD VII. will indeed take place according to all outward appearance in profound peace, but it is only right that the nation at large should recognise that that peace is a condition of unstable equilibrium, and that there are forces at work which may in an instant convert the present state of armed neutrality into a condition of warfare, which can scarcely end without altering the entire political aspect of the world.

That under one form or other a revolution is imminent in Russia is clear to the most superficial observer. The unmistakable signs which ushered in the great Revolution that destroyed the old French Monarchy are evident to all beholders with eyes to see: but what is to follow? Here history is as dubious as the old Delphic oracle. England and the British Empire cannot avoid, even if they wished it, being drawn into the vortex. The only lesson we can draw from the past is the necessity of being ready. Overweening confidence has more than once in the past carried us o the verge of destruction; still, thought the warning has been sounded, it is more than questionable if the Empire at large has awakened to the immensity of the issues at stake. A feather shows how the wind blows, and an incipient rustle of France has before this presaged a movement of the big nation. What has France to gain by restlessness in Corea? Certainly nothing for herself; yet France has of late been making claims which would practically amount to the dissolution of that interesting though insignificant state. Col. MARCHAND has likewise been travelling in Russia and been asuring the Tsar's Government that to a Frenchman, England's Indian army was a *quantité négligeable*. France has missed her own opportunity and would fain push her neighbour forward into her place. France as a nation by no means desires a quarrel with England; but if she could induce Russia to fight, what unconsidered trifles could she not pick up?

FRANCE AND MACAO.

(*Daily Press*, 18th June.)

A little over a month ago we received from our correspondent at Macao some particulars about a French scheme of establishing, or re-establishing rather (since such an institution was formerly in existence on the same spot), a naval hospital at Ca Tai, a promontory on the Kwangtung coast about half an hour's ride from Macao. At the time when we published the news some expressions of incredulity were heard, in consequence of which we have made further investigations into the matter. Naturally the affair is one about which it is by no means easy to arrive at the actual facts. Therefore we place the following statement before our readers without guaranteeing more than that it is made in all good-faith and that the attention of the Hongkong as well as the Macao authorities is known to have been called to it. Less than a month ago—in fact, soon after we published our information about Ca Tai—the news went the rounds in Macao that certain boundary stones had been surreptitiously placed round the plot of ground at Ca Tai it was alleged that the French had acquired. On these stones, it was further reported, there was to be found the following inscription, in Chinese:—"This ground is the property of the "Foreign Missions of Great France." Upon the discovery of these boundary stones the officials on the spot of the Chinese Imperial Maritime Customs (presumably Europeans) had them removed. In consequence, reports were sent to Lisbon from Macao and, we believe, from the British representative at Macao both to the Consul-General at Canton and to Hongkong. Moreover the Portuguese Special Envoy to Peking, Senhor CASTELLO BRANCO, also received telegraphic intimation to the same effect. So far the story is circumstantial, but against it is the fact that it is hardly possible for a landing to be effected on the Ca Tai promontory without the watchful Imperial Customs staff detecting it at once, since the Customs posts in the neighbourhood are excellently placed for the observation of the coast and of the sea for miles around. Visitors to the locality have told us that they do not think a landing could be effected unseen. The nearest establishment of the Missions Etrangères, moreover, is at Hongkong, and those acquainted with that establishment here would hesitate to ascribe to its members such conduct as is alleged. However we do not feel justified in holding back the result of our investigations into the affair, which is now laid before our readers. The attempt by the French to acquire the Boa Vista Hotel property, coupled with the stories of French designs on the peaceful acquisition of the Portuguese Colony, renders it necessary that all possible signs of French activity in the vicinity should be watched. It is probably entirely a coincidence that a French official from Saigon last week paid a visit to Macao. We do not think that Portugal wishes to get rid of her famous colony, the first outpost of Western civilisation in China. But as in event of her so wishing she would find a ready market it is well worth while that the situation should be carefully studied.

The number of German post offices in China has been increased by two, and by the middle of this month another one will be opened, so that there will be seventeen German post offices in China. On the 1st inst. one was opened in Weihsien and on the 2nd inst. one in Canton, whilst a third is to be opened in Amoy.

THE FUTURE OF FORMOSA.

(*Daily Press*, 19th June.)

The announcement made by the *Japan Mail* to the effect that the Chinese in Formosa are beginning to discard the queue and cut their hair after the fashion of the new rulers of the island is a fact of some significance. Not only is it an interesting development, indicating the spread of Western ideas into the Beautiful Island from Japan, but it is also a matter of the highest importance to the Japanese Government. Formosa first attracted Chinese settlers early in the seventeenth century, and in 1661, the Chinese pirate chief KOXINGA established a kind of sovereignty over the island, after first expelling Dutch who had established several settlements on the coast Since that period, owing to constant and regular intercourse with the neighbouring province of Fohkien, the Chinese population of Formosa grew steadily, until at the time of its cession to Japan there were upwards of two and a half millions of Chinese on the western side of the island; the eastern half was then, and is no doubt still, practically in the almost undisturbed possession of the aborigines. When the Japanese assumed control of their new dependency they were confronted with the difficulty of how to govern these millions of their hereditary rivals. Large bands of the Chinese assembled in the hills and bid the new owners of the soil defiance, engaging in a guerilla war of a most exasperating character, subversive of order and productive of much loss. How to bring these people into proper control was the problem the Japanese had to solve. They did not commence the administration particularly well. They showed little tact in the treatment of rebels, they did not inspire confidence in the law-abiding classes, and they evinced a disposition to treat the people harshly at first. More conciliatory methods were subsequently tried, and of late some progress has been made in the direction of restoring confidence. This policy must have been carried on actively of late, for now we have the proof before us that the Chinese in Formosa are beginning to get reconciled to the rule of the Mikado, and are willing to admit the logic of events. The Chinese in Formosa now evidently recognise that the island has passed under Japanese rule permanently and they begin to see that the queue, which was a badge of subjection to the Manchu Government, is not likely to prove any advantage to them as subjects of the Mikado. On the contrary, it has probably been brought home to them that if they wish to prosper and live comfortably under the new administration they must conform to the customs as well as the laws introduced by it. By cutting their hair and adopting the same dress as their conquerors they will soon be merged into the Japanese population, more particularly if—as is very probable—the Formosan Government insist on Japanese being taught in all the schools and made the medium of all transactions in the island. The advantage to the Formosan Government of this change in the mode of wearing their hair by the Chinese population of the island will be the facility it will give them to register and control their subjects, and the ability to distinguish them from Chinese emigrants or visitors from the adjacent Chinese coasts. So long as the Chinese in Formosa retained their own fashions and costume it would be difficult to control the influx from the mainland, which might some day attain alarming proportions if thereby an opportunity offered to secure its re-conquest from Japan. It is therefore the interest of the Japanese to absorb this Chinese element in Formosa and not to become absorbed themselves. It is no part of the policy of Japan to allow Formosa to become in all but name a dependency of China wherein they are allowed to remain on sufferance until such time as it may suit the Peking Government again to assume control of the island. This is the policy of the Chinese Government. They never regard any territory ceded from the Chinese Empire under compulsion as permanently alienated, and merely bide their time and opportunity for the re-assertion of the supremacy of the Dragon Throne. How successfully this was accomplished in the case of the Kuldja is a matter of quite recent history, and it is just as likely that the Peking officials regard Formosa as much under lease to Japan as the New Territory is to Great Britain or Kiaochau is to Germany. Knowing the workings of the Chinese mind fairly well now, the Japanese Foreign Office will no doubt take steps to frustrate any schemes having for their object the reversion of the island to China at some period in the future.

A GRAVE PERIL TO MISSIONS.

(*Daily Press*, 20th June.)

A letter from the Rev. ARNOLD FOSTER, of the London Mission at Wuchang, which appears in the correspondence columns of our Shanghai morning contemporary, deserves the attention of all those who are interested in the missionary question in China. Mr. FOSTER heads his communication "A grave peril to Missions," and no one who reads the letter will be disinclined to disagree about the gravity of the peril. What is referred to is the mischief being done in the name of missions for which the missionaries themselves are not responsible, that is, by the unwarrantable use of the missionaries' names by natives, nominal Christians and non-Christians alike, in carrying on quarrels and lawsuits which have no connection whatever with Christianity. Mr. FOSTER gives two typical examples of the evil complained of; we mention one of these. It appears that two respectably dressed Chinamen, one a graduate, called at Mr. FOSTER's house in Wuchang and presented a written statement bringing certain serious charges against two men living in a neighbourhood that he was about to visit. It was stated these latter claimed to be connected with the London Mission and on the strength of this connection were acting in an utterly illegal manner. Mr. FOSTER was asked, first if they were really Christians, and secondly if, supposing they were, he would feel bound to protect them against legal proceedings in the yamên. He naturally replied that he had no knowledge of the facts of the case, though he knew that the accused men were not members of the London Mission Church; that it was not his practice to shelter lawbreakers, Christian or non-Christian; and the complaint should be brought before the Chinese authorities. He would not interfere except in case of religious persecution. He warned them, however, that if they had misrepresented the facts to him, he might have something to say. Ten days later he went to the district in which the alleged offences had been committed, when the first thing he was told on his arrival was that the two men against whom complaints had been brought had been arrested *on a charge made in his name*. The younger had been in prison several days; the other, his father, was allowed to live outside the gaol, but was also to be punished. It seemed that the accusation made at the yamên was substantially the same as that shown to Mr. FOSTER at Wuchang, but it added that the complainants had seen him and that he charged them to take the case to the magistrate in order to prevent people from pretending to be Christians and on the strength of that pretence making trouble with their neighbours. At present, as we are not surprised to hear Mr. FOSTER remark, the name of a foreigner carries terrible weight in many yamêns, and a man accused by a missionary has but a poor chance of getting a hearing against his accuser. Fortunately in this case the evil scheme was frustrated, the missionary's name instantly withdrawn, the defendants released, and the complainants compelled to pay all the charges. The other case mentioned by Mr. FOSTER was even worse, for the missionary whose name was used had not been in the neighbourhood for many years, and the forger of the letter purporting to come from him was a nominal Christian. In both instances the missionaries were absolutely innocent of any connection with the case, much more of any wrong, yet had the nefarious plans not been detected the native public would have had but one conclusion to draw—that the missionaries had been unjustly interfering again. Sooner or later, if not remedied, this yamên-business must bring, as Mr. FOSTER says, retribution in an ever increasing detestation of the missionary name by those who have suffered from its fraudulent misuse. The system, he adds, may well be in full swing even in districts that are seldom visited by missionaries, and in which there are few or no converts; for the game is one which the heathen (the term is Mr. FOSTER's) know as well how to play as spurious Christians do. The difficulty of finding a remedy lies chiefly in the absolutely invertebrate character of the Chinese officials. Weak, timid, corrupt, the mandarins offer no ground for hope that through them this monstrous abuse can be checked. The actual cases of missionary interference are bad enough, though we are willing to believe that they are now much rarer than they used to be. But these spurious cases, trumped up by dishonest natives, whether converts or "heathens," are far worse, since it is always an unjust case which requires the aid of forgery, whereas when a missionary actually intervenes on behalf of a convert we must at least allow that he thinks his *protégé* in the right.

If the mandarins are hopeless, is there then any remedy beyond—for we cannot expect to see a sudden reform of Chinese mandarindom? Mr. FOSTER would go behind them and try to induce the high provincial authorities to issue instructions to subordinate officers throughout the province, that every case of church or foreign interference that comes before them should at once be reported to headquarters, and that all cards or letters purporting to come from missionaries, merchants, Chinese clergy, preachers, or church members should be forwarded in the same way to the provincial capital. "With the help of foreign consuls," he continues "it would soon be possible under "this system to find out what letters were "genuine and what spurious; what cards "had really been given by foreigners for "use and what cards had been either forged "or stolen; which missions are in the habit "of interfering in yamên cases, and which "missions are not what consuls disapprove "of such interferences and are willing to "co-operate in preventing them, and what

"consuls—if any—are willing to connive at "them." The suggestion seems a sensible one, provided that the probity of the higher officials can be relied upon. At any rate there is more check upon them than upon their inferiors. It was hoped, at the end of the struggle between the Allies and China, that some effort would be made to arrive at an agreement about missionary matters. This hope has not been fulfilled, and all the old difficulties remain. The particular difficulty which we have been discussing is very pressing. Though it must be remembered that it was originally through the bad example set by some missionaries of undue interference on behalf of their converts which inspired the natives with the unhappy idea of utilising the missionaries' names to further private ends, yet it is a great injustice to other missionaries, as well as a serious peril to all foreigners in China, that the faults of a few should have led to an abuse which embitters international intercourse in the country and casts discredit on entirely undeserving men.

THE LOCAL CORONATION ARRANGEMENTS.

THE MILITARY REVIEW.

The Military review at Happy Valley will be taken part in by the 2nd Royal Welsh Fusiliers, Hongkong Regiment, Royal Engineers, Army Ordnance Corps, 22nd Bombay Infantry, 10th Bombay Light Infantry, the Naval Brigade, and the Hongkong Volunteer Corps. The Regimental Bands massed are to be stationed in the rear of the centre. Colonel Browne R.E., will in all likelihood be in command. After the salute has been given to General Gascoigne, His Excellency will take command and cheers will be given for the King. The saluting base has been altered from the point originally proposed, in order to allow for the free evolution of the troops. Suitable arrangements have been made for the accommodation of the public who desire to witness the review. The various rooms above the stables have been placed at the Committee's disposal for the use of special guests, the grand stand will be open to subscribers, a large matshed will be provided for accommodation of the general European public and another for Chinese wearing "shawms."

THE FIREWORKS.

It had been originally intended to hold the firework display on the Cricket Ground, but for special reasons this idea was abandoned and the venue changed to the vacant piece of ground surrounding the statue of the Duke of Connaught which is to be unveiled. Two stands are now erected, to be used during the unveiling ceremony and by subscribers witnessing the pyrotechnics. As the Navy is to take a prominent part especially in this part of the celebrations a brilliant and memorable spectacle may be looked for.

THE CATHEDRAL SERVICES.

The arrangements for the Coronation Service at St. John's Cathedral have now been completed. The clergy and choir will meet His Excellency and party, on their arrival from the Legislative Council Chamber, at the west door; a procession will be formed and will march through the church to the chancel, singing a special Coronation Hymn, set to music by Mr. A. G. Ward. The General and party, numbering about 60, will be seated in the chancel. The National Anthem having been sung by the congregation, the Coronation Office will follow, this being the Office specially appointed at home for use throughout the Colonies. The Prayers and Proclamation used will be the same as those employed in Westminster Abbey at the Coronation. The Litany will be sung to the Ferial setting, the priest intoning being Rev. E. H. Good. Then will follow a short introit which has also been set to music by Mr. Ward. Part of the Communion Service will be taken and the choir will sing the Nicene Creed to Stainer's beautiful setting in F. Several prayers will follow, and the anthem will be "O Lord, our Governour" (Gadsby). After prayers have been again engaged in the Benediction will be pronounced by the Acting Chaplain, Rev. G. A. Bunbury, who will be the officiating priest. A Te Deum by Stanford will then be sung by the choir. A number of local clergy will attend, including Revs. C. H. Hickling, Union Church; T. W. Pearce, London Missionary Society; C. Bone, Wesleyan Missionary Society. The choir will be at full strength and will be assisted by drums and four instruments from the band of the R.W.F. The service promises to be very impressive.

A service, to be followed by the Te Deum and Benediction, will be held in the Roman Catholic Cathedral on Thursday, the 26th inst. at 10.30 a.m. The Right Rev. Bishop Piazzoli will officiate at the ceremony, assisted by all the clergy. The sisters and girls of the Italian and French Convents, the Christain Brothers, and boys of the St. Joseph's College, and the Roman Catholic community are respectfully requested to be present; also soldiers and sailors of the Forces in the Colony.

HIS EXCELLENCY'S RECEPTION.

On the occasion of the "At Home" to be given by His Excellency and Lady Gascoigne at Government House on Saturday evening, 28th inst., a grand Military Tattoo has been arranged. Nearly 1,000 troops are expected to take part, with about seven bands. The military will assemble on the Parade Ground and, headed by the bands and accompanied by torch-bearers, will proceed to the grounds of Government House where they will form a square. Selections will be performed by the massed bands; after which these will disperse about the grounds and play alternately for the entertainment of the guests, who assemble at nine o'clock.

THE CHINESE ADDRESS.

The Chinese community of the Colony are making extensive preparations for a grand celebration of the Coronation. Their hearty participation in the scheme is evidenced by the fact that the Chinese subscriptions to the general celebration fund now amount to $12,000, or $2,000 in excess of the sum provisionally guaranteed. Arches will be erected over some of the principal streets, and matsheds at various points along these thoroughfares for musical and marionette performances. So great are the demands being put upon the marionette people that they have advanced their prices to four times the usual amount.

The Chinese Address to the King will be in the shape of a carved wooden tablet, seven feet long by four feet wide. It will bear the Chinese dragon and other emblematic figures, and the Chinese characters in carving all enclosed in a suitable border. Gold and various colours will be employed, and the address will doubtless be not the least interesting of the myriads to be forwarded to His Majesty. A translation into English on parchment is to be done by Messrs. Kelly & Walsh. It will be enclosed in a silver casket supplied by Wang Hing and will be read by Hon. Dr. Ho Kai on the day appointed for the presentation of addresses.

H.M.S. "TERRIBLE."

It was naturally expected that something novel would be done on H.M.S. *Terrible* on Coronation Day, for past experience has shown that Captain Percy Scott and his men are not content to follow in the beaten track. We understand that the chief item of the cruiser's special festivities will be an entirely new idea—"God Save the King" in living letters. On the day, 300 of the crew of the *Terrible* will arrange themselves on the side of the ship facing Hongkong, standing in frames erected for the purpose. Against the black hull the 300 men will show up very effectively in daytime, when the first display takes place. The actual time has not yet been arranged, but we hope to be informed of this before long. Of course the men forming the letters will not remain in position long. At night the *Terrible* will be outlined with illuminations, while for a short while the living "God Save the King" will be repeated, a search-light being thrown on the ship for the purpose. It will be agreed, we think, that no more ingenious idea has been conceived in connection with King Edward's Coronation.

PRIZE-FIRING ON THE CHINA STATION.

THE RECORD OF H.M.S. "TERRIBLE" BEATEN.

After having occupied for so long the enviable position of being the best ship for big-gun shooting not only on the China Station but in the whole of His Majesty's Fleet, the *Terrible* has been compelled to haul down her colours before the performance of the *Ocean*, which has just completed her annual prize-firing and at Weihaiwei on the 10th inst. made the unprecedented record of nine hits in nine rounds with a 6-in. gun, against seven hits for nine rounds by the *Terrible* at Mirs Bay last month. This latter score was made by the late Petty Officer Grounds, and he had heavy odds to face in the extremely unfavourable state of the weather and the overheated condition of the cordite, which threw the shots over the target. No particulars are given as to range in connection with the *Ocean's* figures, but we are informed that the name of the man who compiled them is Gunner F. Stein, Royal Marine Artillery, and that the battleship made another record in registering 117 hits in 24mins. The flagship *Glory* and the *Talbot* have also made exceptionally high averages this year.

THE HEALTH OF HONGKONG.

The cases of communicable disease reported in the Colony last week were:—Plague, 39 (Chinese, 2) in Victoria), all fatal; cholera, 5 (Chinese, 2 in Victoria), all fatal; enteric fever, 1 (Japanese, in Victoria), fatal; and small-pox, 1 (Chinese, in Victoria), fatal.

The year's plague cases up to the end of the week were 280 (1 European, 265 Chinese, 14 other Asiatics), with 272 deaths (1 European, 261 Chinese, 10 other Asiatics).

The two days ending at noon on the 16th inst. produced 18 fresh cases of plague, all Chinese and all fatal but one. Since then there have been 25 more cases, making the total at noon yesterday 323. The exact number of deaths is not yet published.

"DYNOMENE" ON FIRE IN THE HARBOUR.

Accidents to shipping in the harbour have been frequent of late, and the number was added to on Thursday morning by a fire which broke out on the sailing vessel *Dynomene* whilst lying at anchor off Yaumati. The cargo consisted of patent briquette fuel for the Admiralty, and at half-past two in the morning it was discovered that fire had broken out amongst that part of the cargo stored in the forehold. Rockets were immediately fired to summon assistance, and these signals were observed by the officials at the Yaumati Police Station, who telephoned the news to those in charge at the Water Police Station, Tsimshatsui. Inspector Riley went out in a launch and towed one of the floating engines down to where the *Dynomene* lay; on arrival he found Commander Doyes and a party of bluejackets from the Naval Yard already at work subduing the outbreak. The distress signals had been seen from the Naval Yard, and no time was lost in despatching the help asked for. When the floating engine had been placed in position and had started work, Inspector Riley proceeded to Bank Wharf and embarked members of the Fire Brigade under Mr A. Mackie, Acting Deputy Superintendent of Police, and Mr D. Macdonald, executive engineer to the brigade. Other vessels in the vicinity also sent relief parties, and the combined forces were able successfully to operate against the outbreak, which was rendered dangerous by the inflammable nature of the burning cargo. By half-past five o'clock all danger had been averted, but previous to this, as a precautionary measure, the vessel was towed inshore and is now resting on a sandbank on a level keel. The origin of the fire is unknown, as also is the amount of the damage.

The *Dynomene* is an iron sailing vessel, from Cardiff with, as already indicated, patent fuel for the Admiralty. The owners are Henry Fernie & Sons, Liverpool, and the master Captain Snodden.

THE I. M. CUSTOMS COLLECTION.

JANUARY-MARCH QUARTER.

The just published *Customs Gazette* dealing with the period January-March 1902 contains the following report of dues and duties at Chinese ports during the quarter, the figures of 1901 being added for comparis n:—

PORT	TOTAL COLLECTION Hk. Tls.	SAME QUARTER, 19 1. Hk. Tls.
Newchwang	11,104	3,787
Chinwantao	19,472	—
Tientsin	255,523	37,154
Chefoo	144 093	147 582
Kiaochau	35,368	21,625
Chungking	93,712	141,010
Ichang	146,333	271,832
Shasi	1,790	2,145
Yochow	694	149
Hankow	320,637	254,749
Kiukiang	118,746	111,719
Wuhu	92,454	200,382
Nanking	52,478	46,271
Chinkiang	239,963	235,273
Shanghai	1,811,456	1,262,357
Soochow	8,785	23,612
Hangchow	101,102	80,771
Ningpo	118,251	140,915
Wenchow	6,928	3,666
Santuao	162	88
Foochow	182 161	156,196
Amoy	165,382	146,788
Swatow	389,422	380,361
Canton	596,424	509,227
West River Trade:—		
Samshui	23,661	21,982
Kongmoon ...	8,829	8,898
Kumchuk ...	6,754	3,275
Wuchow	61,665	72,633
Kiungchow	57,625	37,589
Pakhoi	39,796	39,387
Total	5,110,785	4,361,337

We omit the subdivisions of the Haikwan Tael in the above.

THE COREAN INDEPENDENCE CLUB.

The *Korean Review* gives an explanation of the cause of the recent action on the part of the Corean Government against former members of the Independence Club. A man named Na Hyunta, in sympathy with the pro-Russian party and cherishing a violent antipathy against the Independence Club, was determined to bring trouble upon former members of that organisation. With this purpose, Na Hyunta and a friend named Choe Hakna, invited Kim Kwangta, formerly an active member of the Club, to a conference. Kim was told that the Corean party lately formed in Japan had agents in Seoul, and that the Club was going to co-operate with that party in attempting to gain control of affairs in Corea. The three leading spirits in this proposal were Nam Kunguk, Yu Hakju and Chong Kyo, and if these men were watched and spied upon, the Government would substantially reward the informers. The proposal was that Na, Choe and Kim should watch the three prominent members of the Club, and also that a fourth man, Yi Chanyung, should spy upon Yi Sangja, another member. When Kim Kwangta heard this he asserted that it was all false, that there was no such plan on foot, and that the whole thing was unreasonable and foolish. He left the house and communicated with the three suspected members, telling them what he had heard. The secret leaked out, and there being a danger of the authorities becoming acquainted with it through other channels, the pro-Russian, Na Hyunta, went to the palace police and told them a long story about how the Corean party in Japan and the Independence Club in Corea were arranging matters, and gave a long list of those interested in the seditious venture. Twenty policemen were immediately ordered to arrest these men, but only about seven were captured, including the Editor of the *Whangsung Sinmun*. The Chief of Police, having investigated matters, and finding the alleged conspiracy to be a hoax, advised the Government that the charge against the arrested men be dismissed, but the Government, thinking that the subject had not been fully investigated ordered the retention of the arrested men.

SWATOW.

[FROM OUR CORRESPONDENT.

Swatow, 14th June.

DARING BURGLARY.

One of the most daring robberies was committed on the 10th instant at 2 o'clock in the morning. From 4 to 50 men, armed with knives and revolvers, forced an entrance into the Chiong Hop exchange shop situated close to the American Baptist Mission, in the Chinese city. They went through everything in the place and took away with them about $ 0,000; this consisted of cash, notes, drafts, and two boxes containing small silver coins, which were readily packed for shipment to Hongkong. The marauders have cleared out with their booty and there is no clue as to where they came from or where they went to. There were at the time four inmates in the shop, who, greatly alarmed, rushed up on to the roof of the house whence they made their exit into the street. They went then to the night patrol and related what had happened; but these guardians of the peace refused to go without their chief, who was absent. The four men then proceeded to the *topozee* who also would not send any assistance before receiving a petition. This example of official supineness takes a lot of beating.

MORE ROBBERIES

On the 11th instant a man was carrying $55 to the Hsing Yü Bank, known as the Customs Bank, when the money was taken off him in broad daylight.

After 11 p.m. of the 12th instant, a house of ill-fame was entered by six men with blackened faces and armed with long knives. They overawed the mistress of the place and took away with them one box of clothing. It would seem as if there is a well organised gang of desperadoes in our midst, bent on pillage and plunder.

RAIN.

Two months ago, rain was badly wanted and apprehensions of a water famine entertained at that time. It has now been raining incessantly for over two weeks and one fervently wishes it would stop at last. Our reservoirs are now overflowing, and I hear that the rains have caused damage to the fields.

NORTHERN NOTES.

The following items are from the *P. & T. Times* of the 7th inst.:—

Col. Browne, the Military Attaché to the British Legation in Peking, left for home this week. Major Ducat is not expected at the Legation for another month.

The new Japanese Military Attaché has arrived in Peking. The only regret pertaining to his arrival is that which concerns linguistic difficulty: so far as we have been able to hear, the gallant officer speaks no language but his own.

The British Railway Administration is contemplating a great reduction in its telegraphic charges. The word-tariff is to be 10 cents instead of 40, and urgent messages are to be 20 cents a word instead of 60. The high tariff which has ruled for such a long time was imposed to stop abuse and the impairment of the public service by trivial messages.

One of our local "curiosities of literature" is the total disappearance of the late Mr. W. Pethick's manuscript of the *Life of Li Hung-chang*. We understand that all the efforts of his executors to trace these valuable documents have hitherto been unavailing. That Mr. Pethick himself did not destroy them is certain, as he spoke to friends about them just before his death in such terms as to leave no doubt in their minds that they were all in safe custody.

A Railway Mystery.—Between Sunday and Monday last an incident happened on the railway about 12 miles from Peking which would have provoked an immense sensation at home. Two men's heads were found between the metals on the permanent-way, but no trace whatever of the corresponding bodies. The discovery was made about two miles from Huang Tsun, and the decapitation was probably the work of the last up-train on Sunday. The station-master at Huang Tsun had the line minutely patrolled and the adjoining lands examined, but no trace whatever has been found of the bodies. Moreover the foreman platelayer has made a detailed search from Fong Tai and has been equally unsuccessful. It would be no matter of surprise to find two heads with bodies hard by on the permanent way, for incredible as it may appear, it is not uncommon for coolies to go to sleep on the track, using the rail as a substitute for the hard Chinese pillow; the essence of the mystery in this case consists in the disappearance of the bodies. If it were a case of murder or private vengeance the heads and clothes would have been removed as more easy to dispose of, and the bodies left as less recognisable.

CORRESPONDENCE.

[We do not hold ourselves responsible for the opinions expressed by our correspondents.]

ALLEGED RELIGIOUS FACTIONS NEAR SWATOW.

TO THE EDITOR OF THE "DAILY PRESS."

Swatow, 11th June.

SIR,—I have just read your last weekly number dated June 7th. On the first page you quote an article written by the Swatow correspondent of your Shanghai morning contemporary who says that "fighting between so-called Protestants and Roman Catholics has closed," etc. According to this article, the Catholics "threatened to resign in a body and the head of the Mission had not the moral courage to persevere in the right course . . . The prime mover, encouraged by his immunity, has sent his messengers to the camp of his enemies offering them the alternative of joining mission" [Catholic Mission, I presume], "or leaving the country. So it is in many places".

To the Swatow correspondent, I should like, through you, Mr. Editor, to address a few words in respons.

Firstly,—Why has he not the courage—since he formally accuses Catholic missionaries—to divulge his name? If he believes his statement to be true, why should he fear to be known? Granting that it is fear which prompts him to withhold his name, is it not indeed laughable that he should cast reflections upon the want of "moral courage" in others. For Mr. Correspondent's tranquility of mind I will say that Catholic missionaries hold no spite; on the contrary they desire very much to know their honourable detractor. Again the correspondent speaks of fighting between Protestants and Catholics. If he is in earnest, why does he not indicate the locality where Protestants and Catholics are contending? Too true, unfortunately, fighting has been going on in some places between followers of the above religions, but not in the Swatow district. For my part, I protest strongly against this correspondent's method of accusing. Instead of specifying the persons and places, he launches out a general accusation, thereby throwing descredit upon the whole body of Catholic missionaries.

I protest also in the name of all the Catholic priests in this part of the country. Never have our Catholics resigned in a body for the purpose of molesting and driving out their enemies. Never has a Catholic missionary permitted such a diabolical thing. Our unknown detractor is mistaken. "So it is many places," says he. In which places, I ask?

To these questions the correspondent of the Shanghai morning paper referred to will answer, I hope. In the meantime I pray your readers, Sir, to postpone their judgment in this matter. When the details now asked by me are given by the accuser, I shall be able to bring the true and undeniable facts to light.—Yours, etc.,

L. PENICAUD,
Catholic Priest;
Procurator of the R.C. Missions in Swatow.

CHINESE REPRESENTATION ON THE LEGISLATIVE COUNCIL.

TO THE EDITOR OF THE "DAILY PRESS."

Hongkong, 13th June.

SIR,—I have read Mr. Tse Tsan Tai's letter of the 6th instant again and over again and I have come to the same conclusion as others have, *viz.*, that Mr. Tse's motive was to insult the Eurasians, and in particular Mr. Ho Tung,

If Mr. Tse said he didn't mean any offence then why took he such good care to refer, in his letter, to the recent High School controversy, which hurt the feelings of the Eurasians so much? After all I am not sure whether he was not one of those who made use of the offensive phrase "sons of the foreign devil" or whether he was not the actual writer of the Chinese article in which the Eurasians were alluded to as sons of tainted families. I consider the attack cowardly and malicious, and nothing short of a public apology will satisfy the Eurasians.—Yours, etc.,

AN EURASIAN.

TO THE EDITOR OF THE "DAILY PRESS."

Hongkong, 14th June.

SIR,—While fully recognising the reasons which prompted "John Chinaman" to contribute his scurrilous attack upon Eurasians under an assumed name, I am entirely at a loss to understand what deductions and authorities led him to draw such absurd distinctions between them and Chinese. Of course, if one wishes to read between the lines, no difficulty will be experienced in discerning his object, but when one comes to view the letter with ulterior motives it is at once seen to be written for the purpose of inciting the Chinese against the Eurasians, to say nothing of despising those having the smallest drop of European blood running through their veins. "John Chinaman" should recollect that he is in a British Colony, where his absurd notions will be treated with the contempt they so well deserve. He may as well inform us that in his village in China, Europeans, Eurasians, Chinese Christians, and Chinese in the employ of Europeans, are treated as outlaws, and that their lives are in jeopardy because one word from such a man as himself would bring upon them a gang of cut-throats. He has doubtless failed to grasp the broad and beneficial ideas accruing to those living under the British flag, and comes forward to champion a cause with narrow-minded views and rude assertions, in the full belief that he will gull the community into his way of thinking. Not only does he wish to separate the Eurasians from the Chinese and create a class distinction, but he goes so far as to subdivide the former into those having "as much right to be called Chinese as pure-born Chinese themselves," and those who "are no more Chinese than they are Eurasians." It is a subtle method of arguing, and further comment is needless. After a most improper suggestion regarding the election of the chairman of the Tung Wa Hospital, your correspondent sneaks into oblivion under the impression that he has saved the Chinese community from invasion, and that the Colony will be the poorer if he returns to his village in China. Apologising for trespassing so much on your space.—Yours, etc.,

SHI CHAN KWONG.

CONSTITUTION AND WORKING OF THE SANITARY BOARD.

TO THE EDITOR OF THE "DAILY PRESS."

Hongkong, 16th June.

SIR,—Under the existing Public Health Ordinance 13 of 1901 (*vide*, too, the Conjoint Report of the Sanitary Experts) the full complement of unofficial members of the Board should consist of four members (two being Chinese) appointed by the Government and two elected by certain ratepayers. As three seats have been vacant for some time and as the Draft Public Health and Buildings Bill, now before the public, will in all probability be first sent to the Sanitary Board for discussion and advice, as all matters relating to the sanitary needs of the Colony come within the sphere of influence of the Board, it is highly essential that the vacancies should be filled up without undue delay. It is true that we have had a futile election, much to the regret of many, having vast interests at stake, but circumstances have now changed; and the importance of the new Bill, affecting our future prosperity, should demand more consideration from those who have the real interests of the Colony at heart.

It is great satisfaction to hear that Dr. Clark has been recommended to be the Sanitary Commissioner under the new Bill, as with his knowledge of local sanitary requirements and his experience of this cosmopolitan community, he is the right man in the right place. In its earnest efforts to enforce sanitary regulations with the materials at its command, the Sanitary Board has sometimes been the object of great detestation, and complaints of want of courtesy and tact against some of its inspectors have been made; but real grievances brought direct to the notice of Dr. Clark have been at once put right. In a community composed mainly of ignorant Chinese, rumours and exaggerations of alleged grievances against the Board would prejudice the interests of the Colony and should be strongly deprecated. Oftimes reasoning and exchange of views with members of the higher class of Chinese on the various drastic steps taken by the Board against prevention of plague have resulted in their conviction that nothing but perfect sanitation would materially enhance the prosperity of this place.

It is not expected that the closing of blocks of houses for an indefinite period resulting in serious loss to landlords, the turning out of families from insanitary areas within twenty-four or forty-eight hours without suitable accommodation provided for them (*vide* the Mosque Junction affair), and some other details of the working of the Board, would be remedied until the bye-laws governing these matters are amended. Under the provisions of these existing bye-laws (Disinfection of Infected Premises and Prevention or Mitigation of Epidemic, Endemic or Contagious Diseases) which are embodied verbatim in the New Bill, no compensation is given for destruction of private property; and the time for keeping houses closed is left to the discretion of the executive officers of the Sanitary Board, without any compensation to owners of houses for the loss they suffer.

As matters such as these, and many others too numerous to describe, require a thorough thrashing out, it is imperative, in order to prevent any undue hardship on those concerned, that the Public Health Bill, consolidated with the New Bill, should have the serious consideration of the Sanitary Board fully constituted and the Legislative Council.

As seven-eighths of the houses are owned by Chinese it is desirable that due attention is given to the Bill by the Chinese community as they did with the one withdrawn. It is also desirable that the agitation and controversy over the question of Chinese representation in the Legislative Council be dropped by letting byegones be byegones. As the new Bill will shortly be sent to the Council, the leading Chinese, most of whom, like the undersigned, have vast vested interests and who make this Colony their home, should lose no time to discuss it fully and endeavour to obtain remedies for defects found in the Bill.—Yours, etc.,

BONA-FIDE HONGKONGITE.

JELEBU MINING AND TRADING COMPANY.

At the offices of the general agents of the above company at Singapore, on the 7th inst., Mr. J. W. van de Stadt was in the chair, and there were also present Messrs. McNeil, Sime, and Lees.

The minutes of the last meeting having been read and signed,

The CHAIRMAN said they had all probably read the annual report, which was not very hopeful, the results of the year having been very poor. It had therefore been decided not to carry on business any more for the present. The mines would be closed, but, he added hopefully, it was intended to try and reconstruct the company. During the last few months results had been particularly bad, and $6,0 0 had been lost in quite a short time, and there was an overdraft at the Bank beyond which they could not go. Arrangements were being made to keep enough men on the mine premises to safeguard the property, so that if on any subsequent occasion things should alter they would be able to proceed again.

No one desired to make any comments on the report and accounts, which were accordingly adopted, and after the auditors had been re-elected the meeting dispersed.

SUPREME COURT.

Tuesday, 17th June.

IN ADMIRALTY JURISDICTION (APPEAL).

BEFORE THEIR HONOURS W. MEIGH GOODMAN (CHIEF JUSTICE) AND T. SERCOMBE SMITH (ACTING PUISNE JUDGE).

THE "SKRAMSTAD" COLLISION APPEAL.

This was a case in which the s.s. *Tai-cheong* appealed against the decision in the *Skramstad* collision case, which was given in favour of the latter.

The nautical assessors were Commander G. W. W. Dawes, R.N., H. M. Naval Yard, and Mr. Richard Unsworth, master mariner.

Mr. M. W. Slade, barrister-at-law (instructed by Mr. H. L. Dennys of Messrs. Dennys and Bowley, solicitors), appeared for *Tai-cheong*; Mr. T. Morgan Phillips, barrister-at-law (instructed by Mr. G. C. C. Master of Messrs. Johnson, Stokes and Master, solicitors), for the *Skramstad*; and Mr. E. H. Sharp, barrister-at-law (instructed by Mr. V. Deacon of Messrs. Deacon and Hastings, solicitors), watched the case on behalf of the *Perla*.

The Chief Justice in delivering judgment said—This is an appeal from a judgment of Mr. Justice Wise, delivered on 17th March, 1902, by which he held the *Tai-cheong* solely to blame for a collision which occurred between that steamship and the steamship *Skramstad*, on the evening of November 20th, 1901. The collision occurred about 5.45 p.m., one side putting it in the Preliminary Acts at 5.47 and the other at 5 48, and it took place somewhere off Braemar Point, a Point not named on the chart, about half way between Quarry Point and North Point on the northern shore of Hongkong. While the vessels were in collision, a third steamship, the *Perla*, ran into them and, in the result, five actions were brought for damages. The two actions in which the *Perla* is concerned have been stayed till after the result of those between the *Tai-cheong* and *Skramstad* is known; and the three actions between the two latter vessels have been consolidated, and their result depends upon the decision as to which vessel was to blame. The learned Judge below, assisted by nautical assessors, having very fully heard the arguments and evidence, gave judgment for the *Tai-cheong*, holding that vessel to be alone to blame; and the present appeal is from that judgment. It appears that the screw steamship *Tai-cheong* of 828 tons register and 2,160 horse-power left her berth in Victoria Harbour, Hongkong, about 5.15 p.m. on the 20th November, 1901, on a voyage to Swatow, laden with about 70 tons of general merchandise and ballast. The wind was light, the weather clear and fine, the sun had set and there was a bright moon. The *Skramstad*, a screw steamer of 759 tons register, was on a voyage from Amoy to Hongkong in ballast, having discharged a cargo of coals at Amoy. She came through the Lyeemun Pass and was proceeding towards the Harbour, somewhere about mid-channel, heading for a bright white light at the Admiralty Dry Dock at Kowloon and having a speed of about 7 knots. As regards the *Perla* it may be well to give the account of the master of the *Tai-cheong*. He says:—"We started at 5.15 from our moorings for Lyeemun. I saw the *Perla* coming from the Hongkong shore. She came ahead of me on my starboard bow. I turned my course after her by Kowloon Point. I overtook her nearly at Blackhead's Point and passed her about one and a half lengths (450 feet) off." It appears, later on, by the evidence of this witness that shortly before the collision the *Perla* was on the *Tai-cheong*'s port quarter and about five lengths off. It would then appear that a few minutes before the collision the *Perla* was following the *Tai-cheong* and was on her port quarter. It may now be convenient to see what are the respective accounts of the movements of the *Tai-cheong* and *Skramstad*. The master of the *Tai-cheong* says he put her engines at full speed near, or just before coming to, the Cust Rocks, and that just before putting on full speed he saw the red light and mast-head light of the *Skramstad*, 2½ or 3 points on his starboard bow, one mile and three

quarters off. Soon after he ported the *Tai-cheong's* helm and continued full speed. The master of the *Skramstad* says he passed through Lyeemun, close to the north shore as there were junks. When through, he steered for a light at the Admiralty Dock. He saw the lights of the *Tai-cheong* about a mile and three quarters off, a top light and a green light. He also saw another top light and green light behind the *Tai-cheong* (no doubt those of the *Perla*). Two or three minutes afterwards he saw the red lights. He says: "The *Tai-cheong* then showed her red light, she came a little on my starbroad bow, about half a point, and showed her red light. I then ported my helm so as to get the Kowloon light on my port bow. When I first saw the red light the *Tai-cheong* was about a mile off When I ported I showed my red. I kept red to red well clear. We should have passed well clear. I should have passed a length clear of the *Perla*." If he would have passed a length clear of the *Perla* he would have passed the *Tai-cheong* at a greater distance. The evidence of the master of the *Skramstad* is corroborated by several other witnesses, and the steersman gave evidence that after the *Tai-cheong's* green turned to red he got an order to port, and then got her on his port bow about 1½ points. He then steadied and kept on. The white light for which he had been steering was also on his port bow. We thus have the steamers approaching red to red till they are a few lengths off each other, and the chief difficulty in the case is to ascertain what caused such an alteration in their respective positions as to result in the collision. Approaching each other at, say, seven knots an intervening mile would be covered in 4 minutes or a trifle more. It is clear that the bow of the *Tai-cheong* crashed into the port bow of the *Skramstad* just behind her forecastle-head at an angle (from the bow) of from 30 to 45 degrees or thereabouts, that the vessels were locked together for some 15 minutes and that the *Skramstad* sank soon after the *Tai-cheong* got free. It is also clear that the *Perla*, which had been on the port quarter of the *Tai-cheong*, struck the *Tai-cheong* while in collision, on *the port side* amidships and then caught the starboard anchor of the *Skramstad*. One has carefully to consider the evidence for the *Tai-cheong* and for the *Skramstad*, respectively, to see how the collision occurred. It is clear that if the *Tai-cheong* through some mistake had starboarded her helm the collision between her and the *Skramstad* would be accounted for, even if the *Skramstad* on seeing the green light of the *Tai-cheong* suddenly come into view a few lengths off, had hard-a-ported her helm and put the engines astern. At the very short distance intervening, there would be little time for the port helm to operate. This, the master of the the *Skramstad* says, is exactly what happened. The master of the *Tai-cheong*, however, says she was never under a starboard helm and he stated "If I had starboarded, the *Perla* would have run into me." But that is precisely what the *Perla* did do: she ran into the *Tai-cheong* amidships and on the port side. Moreover the master of the *Skramstad* swore that at the collision he shouted out to the master of the *Tai-cheong* "Why did you not keep your ship on a port helm?" Having carefully considered the evidence of the witnesses and the diagrams made by the respective masters in illustration of their evidence, I have come to the conclusion that I cannot accept the version given on behalf of the *Tai-cheong*. It is unfortunate that the helmsman of the *Tai-cheong* was not called. He was a Malay and it seems he left the ship the trip before the case was heard. It is possible, of course, he may have made some blunder, but we have no satisfactory evidence as to whether he carried out his orders correctly or not. The evidence of the master of the *Tai-cheong* does not seem at all satisfactory, and his account of what happened, supported by his diagrams, does not in my opinion give a reasonable, probable, or even possible explanation of the collision, especially in view of the fact that the *Perla* struck the *Tai-cheong* on her port side. I do not believe that the collision occurred where he says it did, *viz.*, 300 or even 400 yards from the shore. It seems to me clear that it must have occurred about half a mile from the shore, and that the engines of the *Skramstad* having gone hard astern after the collision, as it appears they did for 22 minutes before the screw got out of water, accounts for the fact that she sank where she did, stern towards the shore. The version of the captain of the *Tai-cheong* puts the *Skramstad* just before the collision in a position close to the shore where I do not believe she was, and which would have been quite out of the course she had been steering. It must be remembered that till very shortly before the collision the *Skramstad* was steering for the white light, having it on her port bow. What object could she have in suddenly going right out of her course and coming so close to the Hongkong shore near Braemar Point as she is represented by the master of the *Tai-cheong* to have done? His diagram (exhibit 6) makes her coming out from the Hongkong shore just before the collision at an angle with the shore to meet the *Tai-cheong*, which is represented as going towards the shore under a port helm. Yet in the Petition of the *Tai-cheong* it is alleged (para. 4) that "at the time of the collision the *Tai cheong* was on the extreme south side of the channel between the Harbour limits of the Port of Victoria and the Lyeemun Pass." If that was so this diagram makes the *Skramstad* come out from somewhere south of the extreme south side of the channel. But there is a further difficulty. If the ships at the time of the collision were in the position depicted by the master of the *Tai-cheong*, the *Perla* could not possibly have struck the *Tai-cheong* on her *port* side amidships. The learned counsel for the *Tai-cheong* could only say that the master did not do himself justice in his diagrams. I can well understand that to make a diagram at once according with his evidence and yet satisfactorily accounting not only for the collision with the *Skramstad*, but also for the *Perla* striking the *Tai-cheong* on the port side, must have presented considerable difficulties. In answer to questions which I put to the Assessors they informed me that they thought the collision occurred about half a mile from the shore, that they came to the conclusion that the *Tai-cheong* did starboard her helm and show her green light as stated by the master of the *Skramstad*. They were of opinion that this step, whether it occurred through some mistake or not, was a wrong step to have taken, and that, in all the circumstances, the master of the *Skramstad* thereupon did the right thing in putting his helm hard-a-port, blowing one blast on his whistle and putting the engines hard astern (as he stated he did, at p. 12 of the Notes of Evidence). My Assessors also state that they do not believe that the engines of the *Tai-cheong* were reversed, as stated by the master, for 3 minutes before the collision. The *Tai-cheong* had considerable way on her when she struck the *Skramstad*, as is shown by the violence of the blow causing the *Skramstad* to heel over and locking the vessels together for ½ of an hour; and it must not be forgotten that the *Tai-cheong's* logs placed the reversal of the engines at 5.45 and the collision at 5.45 also. I think the reversal was much less than three minutes before the collision. With regard to the question whether the place where the collision occurred is a "narrow channel," I do not think it necessary to decide it in this case. While Lyeemun is probably a "narrow channel" within the meaning of Article 25 of the Collision Regulations, which in such case requires a steam vessel, when it is safe and practicable, to keep to that side of the fairway or mid-channel which lies on her starboard side, it by no means follows that the much wider waterway between Lyeemun Pass and the entrance to the Harbour is also a "narrow channel." My Assessors do not consider it ought to be so held, and I see that in the case of the China Merchants Steam Navigation Company *v.* The P. and O. S. N. Company, tried before Sir Fielding Clarke, and reported in the *Daily Press* of the 14th April, 1900 his Assessors took the same view. But in any case I hold the *Skramstad* did not infringe Article 25. On the whole case the decision I have arrived at is that the *Tai-cheong* was alone to blame for the collision and that the appeal must be dismissed with costs.

The Acting Puisne Judge said—I concur in the judgment of the Chief Justice. In the first place, I cannot place reliance on the witness Shepherd's evidence so far as his estimates of time and distance are concerned: he states that the *Skramstad* did not sink for 15 minutes after the *Tai-cheong* got clear; other evidence shows that this estimate of time was inaccurate. As regards distance, he says "the collision took place about 600 yards from us," i.e., from 100 yards off the Metropole Hotel. If the place when he was lying off the Metropole is made the centre of a circle with a radius of 600 yards the circumference neither intersects nor encloses the place of collision as assigned by either party, though it passes nearer the spot marked on exhibit 8 by the master of the *Tai-cheong*. On the other hand, had he pulled for about eight minutes in a five-oared whaler (which I am informed was the boat in which he was), I estimate that he could have travelled a good 1,000 yards in that time to reach the scene of collision, and in this point of view, he puts the collision at a spot nearer to that assigned by the master of the *Skramstad*. Counsel for the appellant tried to show by models that the collision could not have occurred in the manner alleged by the evidence adduced on behalf of the *Skramstad*. The vessels, according to that evidence, were passing port to port with at least a clear length between their almost parallel courses, and, very shortly before collision, were distant, reckoning from stem to stem, four or five lengths. It was argued that as both vessels had their engines hard astern for that period, the collision could not have occurred, even had the *Tai-cheong* starboarded. That may have been so: but the argument is untenable when the fact that the *Tai-cheong* did not put her engines hard astern until considerably less than three minutes before the moment of collision is proved by the engineer's log of the *Tai-cheong*. As regards the collision of the *Perla* with the *Tai-cheong*, it is clear that the former vessel impinged on the latter vessel's port side amidships. If the *Tai-cheong* starboarded at the critical moment, she would cross the course of the *Perla* and incur a risk of collision. this is evident from the *Perla* being on the port quarter of the *Tai-cheong* only a few lengths off, and is what the master of the *Tai-cheong* foresaw; it is curious that what he foresaw would happen did happen. The *Perla's* striking the *Tai-cheong* on the latter vessel's *port* side was therefore the natural sequence of such a manœuvre as, according to the *Skramstad's* evidence, the *Tai-cheong* executed. Now take the version of the *Tai-cheong* and see whether the *Perla*, being on the *Tai-cheong's* port quarter, was likely to strike the *Tai-cheong's* port side amidships. According to that version, the *Tai-cheong's* helm was put hard-a-port an appreciable time before the collision occurred. This manœuvre would have taken the *Tai-cheong* further off the course of the *Perla* had the *Perla* kept on her course, in which event she would have gone clear of the *Tai-cheong*; but if the *Perla* had followed the movements of the *Tai-cheong*, this would have brought her astern of the *Tai-cheong* and she must have struck the *Tai-cheong* either on her stern or on her starboard side, if she had struck her at all. Again, on another point, the *Tai-cheong's* helm and the *Skramstad's* helm both being, according to the *Tai-cheong's* evidence, hard-a-port at the instant of collision, it appears to be impossible for the *Tai-cheong* to have pierced the *Skramstad* as she did on the *port* bow: the blow must have been a glancing blow. Whereas the story of the *Skramstad* that the vessel was under a port helm whilst the *Tai-cheong* was under a starboard helm easily accounts for the nature of the impact which actually occurred. I think that there were no adequate premises to justify Mr. Slade's argument that the *Skramstad's* stern (where she was drawing 12 or 13 ft. as against 7½ ft. forward) would have been raised so much out of the water by the dropping of the *Skramstad's* bows caused by the inrush of water both during the period of contact and after the vessels got apart, that the screw would have been ineffective to propel her astern after the moment of collision, and that both for this reason and because the *Tai-cheong* had an enormous weight to move, the *Skramstad* did not sink so far from the site of the collision as her master said she did, and that therefore the collision did not occur where that captain placed it. Counsel, too, seems to have lost sight of the intact collision-bulkhead of the *Skramstad* which would have prevented her settling down by the bows not only during the period of contact but also for some minutes after the vessels got free of

each other; he also assumes that the pivot on which the ship's keel would move was so placed as to cause the stern to rise considerably if the bows took a big drop. There was no evidence as to where that pivot was, so that any argument based on the position of the pivot is based on no ascertained premises. The Assessors say that the stern might rise one to two inches for every foot which the bows dropped and it requires no mathematician to know that if the pivot were astern of amidships, the stern would not necessarily rise the same height as the bows dropped, though both would move through the same angle. I therefore see nothing improbable in the *Skramstad* travelling, in the circumstances, a distance of even half a mile astern in about twenty minutes, which is at the rate of about one and a half miles an hour, her engines being at full speed astern all the time. There was another point which appellants' counsel strove to make, and that was that the statement of the master of the *Skramstad* that he saw the *Perla's* red light just after the *Tai-cheong* had run into the *Skramstad* was only possible if the *Tai-cheong's* narrative were adopted. I do not agree. According to the *Skramstad's* narrative, the three vessels were on almost parallel courses, the *Perla* and the *Tai-cheong* both showing red to the *Skramstad's* red. However, much the transverse movement to port of the *Tai-cheong* may have obscured the red of the *Perla* during that movement (I do not say that it did), it is quite possible and very probable that, when that movement had been ended by the collision, those on the *Skramstad* could and did see the port light of the *Perla* before the *Perla* impinged against the *Tai-cheong* and just after the *Tai-cheong* had struck the *Skramstad*. Whether the *Perla* kept on her course, or starboarded her helm or ported her helm is not known and is immaterial. At the time of the collision the *Perla* was hundreds of yards distant from the place of collision, and even if she starboarded her helm just after the collision had occurred, her red light would have been visible for some moments to those on board the *Skramstad*, which had her helm hard-a-port. For these reasons and for those given by the Chief Justice, I am of opinion that this appeal should be dismissed with costs.

Mr. Morgan Phillips—Then the appeal will be dismissed with costs?

The Chief Justice—Yes.

Mr. Morgan Phillips—I would ask your Lordship to state that exhibits be detained in Court.

The Chief Justice—Of course they will be. We do not give up any of the exhibits until we see what is going to happen.

The Court rose.

Wednesday, 18th June.

IN CRIMINAL JURISDICTION.

BEFORE HIS HONOUR W. MEIGH GOODMAN (CHIEF JUSTICE).

THE CALENDAR.

The calendar was a light one, comprising only four cases, implicating six persons. The most serious charge was one of manslaughter; two men were charged with being in possession of forged bank-notes; and three with robbery with violence.

MANSLAUGHTER.

Li Choi was charged with having on 4th June caused the death of a coolie, Chau Shau.

The Acting Attorney-General (Hon. A. G. Wise) stated to the Court that he had decided not to empanel the accused on the capital charge but to limit the indictment to that of manslaughter. His Lordship would doubtless have read the details of the case.

His Lordship said he understood that the prisoner had been provoked by the other man to some extent.

The Acting Attorney-General reviewed the circumstances of the case, which have already been fully published. The prisoner had lent 10 cents to the deceased man, who finally became possessed of 20 cents by gambling and agreed to repay the loan. But a quarrel arose. The deceased challenged the prisoner to fight and, it is alleged, struck him on the stomach. The prisoner thereupon drew a small knife and aimed a blow at the other man, striking him on the jugular vein, causing his death.

The charge having been explained to the prisoner, he pleaded guilty.

His Lordship, in passing sentence, said the prisoner was only 17 years of age and he supposed the other man was bigger and stronger. The latter had provoked him. Although the knife happened to sever the jugular vein and that caused the man's death, his Lordship did not think the prisioner ever intended to kill him. But the use of a knife, even a small one, must be punished severely. His Lordship thought the justice of the case would be met by sentencing him to be imprisoned with hard labour for 5 years.

FORGED BANK-NOTES.

Chan Fuk, an elderly Chinaman, was charged with having been in unlawful possession on 3rd May of 22 forged bank-notes for $10 each and 5 forged bank-notes for $5 each, all purporting to be notes of the Hongkong and Shanghai Bank.

The following jury was empanelled:—Messrs. J. Gregory, Y. M. de Graça, Y. M. da Rocha, C. E. P. Herbst A. Gascoigne, H. W. Fortesquieu and G. W. Gegg.

Sergeant A. Terrett deposed that on the date in question, in consequence of information received, he arrested the accused and searched him. In his sleeve he found a bundle which when examined at the Central Police Station was discovered to contain the notes mentioned, made up into four parcels. The notes were mostly new, and in the bundle was found a small slip of paper bearing the Chinese characters for "make old."

By his Lordship—The accused was a man who supplied food to the cooks on board the Canton steamer *Kongnam* at so much a month.

R. C. Edwards, assistant, Hongkong and Shanghai Bank, gave evidence regarding the falseness of the notes. He could tell that by the thickness of the paper and also by the signatures and several smaller discrepancies.

By his Lordship—The $10 notes were apparently all the work of one hand, and the same remark applied to the $5 notes.

At the conclusion of his evidence the witness asked that the notes be sent to the Bank to be stamped "forged."

His Lordship said that that would be done later on.

Other evidence was led.

The prisoner's defence was that a man in Canton told him to bring the notes down to Hongkong, giving him 20 cents for doing so. He did not know whether the notes were good or bad. He often brought down letters from Canton for this man.

His Lordship in addressing the jury, said that it was obvious that there were a number of people engaged in the nefarious practice of forging bank-notes in the neighbourhood. To carry on their operations in Hongkong would be dangerous, and they therefore had to go to some outside place for that purpose. To put the false notes in circulation in Hongkong, it was necessary to have emissaries to bring them here. Undoubtedly in this case they had before them a man who by his own showing and on his own admission did bring into the Colony a number of these forged notes. He had not given any information, however, as to the person to whom he was carrying the notes. Instead of at once when he was arrested giving such information, he would not say who the consignee was; and in that case he could hardly complain if they drew the inference that he was bringing down the notes for himself. That was a fair and not an undue inference.

The jury, without retiring, returned a verdict of guilty.

His Lordship, in passing sentence, said he had not the slightest doubt that this was one of the persons engaged in bringing into the Colony a large number of notes, knowing them to be false. It was quite possible that the person at this end who received the notes or those at the other end from whom he got them were worse than he was; but he himself was doing a very wicked thing in bringing forged notes into the Colony. His Lordship thought it was necessary to make an example of him, and he would pass sentence of 7 years' imprisonment with hard labour. The maximum punishment for this offence was 14 years. His Lordship would give him half the maximum in the hopes that he would be better at the end of that time.

MORE FORGED NOTES.

Pung Yee Chun, an old Chinaman, was charged with having on 2nd June been in unlawful possession of 96 forged $5 notes purporting to be notes of the Penang Branch of the Hongkong and Shanghai Bank.

Acting-Inspector Dymond deposed that on the day in question he with several constables went to the prisoner's house to search for dangerous goods under a search warrant. While searching the house, in which a quantity of dynamite was discovered, a box was opened in which were found 18 $5 notes in one roll and other 6 $5 notes under the lining of the lid. The box was taken to the Police Station and the notes were discovered to be bad. Other 2 bad notes were found in the prisoner's pouch, along with one good one.

Corroborative evidence was given.

B. C. M. Johnston, assistant cashier, Hongkong and Shanghai Bank, went into the witness-box and deposed that the notes were bad. The signatures were not genuine.

On being asked if he had any explanation to offer, the prisoner stated that he got the notes from a friend in Singapore. He was not sure where that friend lived. He did not know that the notes were bad and he did not think the police should arrest him when he had not attempted to pass any of the notes.

The jury found the prisoner guilty.

His Lordship, in passing sentence of 7 years' hard labour, stated that he intended to punish with severity everybody connected in any way with bringing into the Colony or putting into currency forged notes. If the prisoner would give any information about this friend from whom he said he got the notes the police would deal with him when he came here.

VIOLENT ROBBERY.

Su Ng, Pun Wa and Tsang Tak were charged with having assaulted a man in a house at 39, Elgin Street, and stolen clothing of the value of $4.

The Acting Attorney-General stated that, on the day mentioned, the accused entered this house, of which the complainant had been left in charge. After making some advances towards him, asking him for a smoke and so forth, two of the robbers seized and gagged him while the other took the clothing from a bamboo. In spite of the gag, the complainant managed to cry out "save life," and the three men made off. One was caught as he was running off, the others subsequently.

His Lordship, in passing sentence, said the attack made by the prisoners upon the complainant was a cowardly one and executed for $4 worth of property. Possibly they thought there was more there but could find nothing else. They would each have to undergo 5 years' imprisonment with hard labour and be flogged with a birch, each receiving 20 strokes within the first 6 months of his imprisonment.

The Court rose.

According to the Osaka *Asahi*, two Formosan aborigines who were arrested in the Hosan province were recently sentenced to death for having murdered a policeman. In the course of the trial, they stated that they committed the crime merely for a joke and had no evil purpose behind it. They saw the policeman coming up while they were resting on the road-side, and in an instant their desire to murder him resulted in the deed being done. But they took nothing from their victim; they did not steal anything, but only killed him. On being asked if they were not aware of the gravity of the crime committed, the prisoners replied that during the time of the Chinese *régime* the murder of a Hakka was regarded as the rendering of good service by a tribesman, and they were accustomed to murder the Hakkas in competition with each other. It was only after the Japanese had come to the island that they had heard that the murder of a man was considered a bad deed. In reply to a question as to whether they felt happy in committing murder, the prisoners replied in the affirmative—they felt very happy. This is the first occasion on which one of the aborigines has been sentenced to capital punishment since the Japanese took over Formosa.

THE SINKING OF THE "PAKSHAN."

OFFICIAL ENQUIRY.

A Marine Court sat on Thursday at the Harbour Master's Office to enquire into the circumstances attending the sinking of the s.s. *Pakshan* in the Harbour on the 2nd inst. The Court was constituted as follows:—Hon. Commander R. Murray Rumsey, R.N., Stipendiary Magistrate (presiding); Lieut. Frederick W. H. James, R.N., H.M.S. *Tamar*; Mr. Edward Beetham, master of the British s.s. *Tartar*; Mr. W. Douglas Welsh, master of the British s.s. *Mausang*; Mr. John Gould, first engineer of the s.s. *Tartar*.

Mr. E. J. Grist of Messrs. Wilkinson and Grist, solicitors, appeared for the master of the *Pakshan*; Mr. G. C. C. Master, of Messrs. Johnson, Stokes and Master, solicitors, for the owner; and Mr. P. W. Goldring, of Messrs. Deacon and Hastings, solicitors, watched the case on behalf of the first and second engineers.

Letters requesting that an official enquiry be held were read from Messrs Bradley & Co., the agents, and Mr. James George Reid, the master. The latter stated that the cause of the accident was the third engineer leaving a valve open in the engine-room. There was also read the warrant constituting the Court.

Capt. Reid was the first witness called. He said he was master of the *Pakshan*. She was an iron steamer of 1,235 tons register, owned by Mr. J. W. Richardson, Bradley & Co. Her last voyage was from Saigon. At the time of the casualty the vessel was lying at her buoy. There was a cargo of rice—800 bags—on board. Most of the cargo was in Nos. 2 and 3 holds. The rest was in No. 1 'tween decks and hold. There were 207 tons of coal in the bunkers. The full complement of officers and crew were on the articles. He was on shore on the evening of the 2nd June. The No. 1 compradore informed him about 8.40 p.m. that the vessel was making water. He at once hired a steam launch and went off to her. On arriving on board at about 9.15 the second officer reported that there was over 4 feet of water in the engine-room. He ordered all the ports to be closed fore and aft, as the chief engineer informed him what had happened. His report was that the third engineer had removed the cover of a wrong valve in the engine-room while running up a ballast tank. He asked h m to try and stop the inrush of water and he said he would do his best but he did not think it was possible. Meantime the second mate was passing tarpaulins under the bow. He went ashore to call assistance and got into communication with the Dock Co. and telephoned the superintendent of the firm and told him the state of affairs and asked him to get divers and pumping gear sent from the Dock Co. In the meantime he went to the Docks himself and informed the manager, Mr. Wilson. He next went alongside the *Fame*; most of the men were on shore; they were sent for and steam got up. He went back to the ship at 11.20 and found her lying over to starboard with a list of 40 degrees, when suddenly she sunk aft. He did not go on board when he returned; every one was out of her. She sunk about 1.55, going down stern first. When he went on shore the first and second officers were on board. The first officer went on shore at 6.50. That was quite in order. The rule was for one officer and one engineer to be on board. There was steam up in the donkey when he went on shore. He was not aware of any particular work going on in the engine-room. It was usual to leave off work at 5 o'clock. He knew of no reason why work should have been going on later that day in the engine-room. He gave no special directions as to the ports to be closed. When the tarpaulin was put under the ship it had no effect, as the tide was too strong. He made no signals for assistance. He was aware that there were signals provided for such cases. The ship was lying in 8 fathoms. He considered slipping the buoy and being towed into shallow water, but did not consider it advisable, as it was a very dark night with a strong tide. There were junks all around, and a steamer ahead and a steamer astern. He thought considering the list she had on her when he went on board she might have turned over if he had attempted to tow her ashore and he might have got across the bows of other steamer. He did not apply to the steamers lying about for assistance, but went ashore to get assistance from the Dock Co. as quickly as possible.

By Lieut. James—He gave orders on the Saturday to fill the ballast tanks. On the morning of the day of the mishap she had about half her cargo in.

By Captain Beetham—Tarpaulins were being passed over the side. The lines were properly made taut in his opinion, but they could not get it over the right place.

In response to a request by Mr. Goldring, a letter from the third engineer to the captain was read. In it the third engineer stated that he received orders from the second to examine the ballast tank valve as the tank was running up very slow. By mistake he opened the wrong valve, about 7 p.m. He informed the second officer what was the trouble. He found out the mistake when too late, but made every endeavour to set matters right, but could not owing to the inrush of water. He consulted the second officer, who thought it best that witness should go ashore and find the first and second engineers. That would be about 8.30. He found the second and they returned to the ship. That was about 10 p.m. The chief was then on board.

Joseph Short Lewingdon, second officer, stated that he held a master's certificate. On the evening of the mishap to the *Pakshan* he was in charge of the ship; the chief officer and the master having gone on shore. About 7.30 the quartermaster ran up to him and said there was something wrong below. He went down to the engine-room and saw a large rush of water coming in through the side in the starboard bilge. The third engineer, who was there, said he had taken a wrong cover off. There was only one other man in the engine-room and a Chinaman came afterwards. They all five tried to get the cover on the valve but the inrush of water was so strong that they were unable to get it on. The water was up to the waists of the men when he went below. There was nearly 4 feet of water. He could not see the hole itself for the water. After trying unsuccessfully to put the cover on he went on deck to put a tarpaulin under the ship. He put a tarpaulin over the side with the help of a few men and when he was getting a second over the side the engineer came up and told him he could do nothing more as the water was too deep and his men had run away from him. He told the engineer he had covered the hole and told him to go and get assistance on board and to get the chief and second engineers and telephone to the superintendent. The chief engineer came on board about 8.30. He could do nothing, however. The ship had a nasty list. The captain came off about 9 p.m. told him to do all he could and to close ports and then went ashore for assistance. The water kept about the same till 10 o'clock and the ship swinging round into slack water took a greater list. She tipped aft. Immediately then she caught fire. When he looked down the engine-room he saw the flames. There was nobody down there then. They could do nothing but wait for assistance. They could not get past amidships for the list and the fire. About 10 o'clock he asked two launches to take the ship in tow but they refused b cause of the list she had on. Prior to 10 o'clock he did not think the vessel would sink. The list was 18 to 20 degs. The crew and coolies returned to the ship about 10.30, went down below and closed all ports and water-tight ports and afterwards lowered a boat. This was his first voyage on the *Pakshan*. He told the engineer to close everything before and abaft the engine-room. He was told that that had been done and concluded that the water was confined to the engine-room compartment. He could not make out why it was not unless something gave way below. The donkey pump was kept going until it stopped itself. He put the first tarpaulin over; there was a period when the water did not increase much, but it must have got shifted when the ship swung round. The captain was on board when the flow of water was checked by the tarpaulin. He was not sure whether or not he reported the circumstance to the captain. If these two launches which refused to tow her had taken hold of her he thought the ship would have reached shallower water. There would have been a great deal of risk getting through the junks and shipping. No assistance was asked from any of the surrounding ships. He did not think any of them had steam up. If they had had they could have rendered very great assistance. About 7.30 when the first report was made to him he was in his room. Most of the ship's crew were absent. They went without permission. The quartermaster at the gangway said he had not seen them go. There were only three men left. The crew came back, most of them about 10.30. They went to get their clothes. Some of them got their clothes. He did not get hold of them and try to make them do anything for he could do nothing then. When the chief officer left the ship he told witness to look after the ballast-tank to see when it was filled. It took generally 3½ hours to fill the tank. But on this occasion the filling had been going on since morning. There must have been something wrong. At 5 o'clock there were only about 19 inches. He reported at 4 o'clock to the chief officer that there was only 16 inches in the tank.

By Mr. Gould—The second engineer was on board during the day. He did not know when he went on shore, 7.30. Witness did not know who gave the third engineer orders to take off the valve.

By Mr. Master—It was the standing rule, he understood, that there must always be one officer on board. He had seen that regulation posted in one of the Shan boats, the *Siam*. He did not know of any rule requiring or not requiring the engineers to report to the executive officer before going on shore.

John McArthur, the third engineer, said he had a second's certificate, granted in Hongkong in 1895. He had been on the *Pakshan* 7 hours when she sank. He was the only engineer on board on the evening of the 2nd. The chief had gone on shore about 6 o'clock. The second went about 6.30. Before the chief left the ship he told the second that the ballast-tank was running up rather slowly and the second gave witness orders on deck to go down and look at the valves and find out what was wrong, perhaps put some ballast on them. The second was then preparing to go. He did not see anything more of the second engineer. Witness heard the chief tell the second that the tank was running up rather slowly. Witness went down into the engine-room. He had been down working at several jobs. The valve he opened was on the ship's sides.

By Mr. Gould—The second engineer did not specify any valve which he had to look at. By mistake he opened the wrong valve. He had never been shown the connections. He did not trace where the valve went to.

Examination continued—He did not trace the valve to the ballast-tank.

By Mr. Gould—He did not realise that this valve was a sea-connection; it was a mistake his opening it.

Examination continued—The valve-cover was about 8 inches across and he had about 7 nuts to take off. He had them all off before it blew up on his chest. He stuck to the cover and tried to put it on again. There was one Chinaman with him who assisted him. They could not get the cover on account of the rush of water. He sent the Chinaman for the second officer, who came down. The latter said he would go and put tarpaulins over the side of the ship and try to stop it. Witness still tried to get the cover on until 8 o'clock, when he was up to the neck. He then went on deck and told the second officer they should beach the ship as she was going to the bottom. He did not know how many compartments were in. He closed the water-tight door on the tunnel end. He did not know whether the sluices in the bulkheads were open or closed.

By Captain Beetham—There was no spurting of the water from the joints while he was unscrewing the cover. He got no warning; there was simply a sudden report.

By Captain Welsh—He did not tell the second officer that the sluices were closed; he told him that the tunnel door was closed.

Examination continued—He did not know where the sluices were closed.

By Mr. Gould—He started the donkey about 7 o'clock. He did not know the size of the donkey valve.

By Mr. Master—He never thought of taking

off his clothes and sticking them into the hole, nor of ramming down pillows. The ramming down of some clothes or pillows might have helped, but he did not think it would have stopped the leak. He never thought of putting anything down, he had nobody to consult. What he did do was to get the valve disconnected from the spindle, but he was unable to do so.

By Mr. Goldring—He was quite positive that he was never shown round the ship with the second engineer or the No. 1 Chinaman. The second engineer gave no further order to him, but to go down and look at the ballast-tank valve. There was nothing to indicate what was the tank valve; the ship was strange to him. He had not been shown the valves. He had not been on ships of a similar build on this coast. On his last ship, on which he was second engineer, the connections were different. The tank that he removed should never be removed except in dock. There were other valves between the engine-room platform and the valve he opened, but he never thought to look at them. This was the first time he had opened a valve like this. It was the first mistake he had ever made. When he was second engineer he always looked after the valves himself and did not trust that to the third engineer.

The witness at the conclusion of his evidence was shown the letter already put in and stated to have been written from him to Captain Reid. He admitted having written it.

The Court adjourned at 12.45. On resuming at 2 o'clock,

James McDonald, the chief engineer, was called. He deposed he held an extra-chief's ticket granted in 1889 at Hongkong. He had been 2½ years in the *Pakshan*. 13 months as chief. He went ashore about 6.30. Everything was satisfactory. He returned again about 9 and on approaching the steamer saw she was listed much to starboard and deep in the water. When he got on board he was told that water was coming into the engine-room He went to the engine-room, with the Chinese donkey-man who told him what had been done, which was the removal of the ballast donkey sea injection cover. There was 3 or 4 feet of water over the platform on the port side, and considerably more on the starboard due to the list. He went on deck to try and get assistance to put a pillow or something in the valve and throttle the inrush but could not get it. He asked the second officer for assistance. Shortly afterwards he had to knock off the donkey. About 9.40 the No. 1 foreman and another came to him and they went below to try to throttle the valve with a pillow. No. 1 dived several times but could make nothing of it. About 10 o'clock the second and third engineers returned together. He asked the third his reason for meddling with this valve. The third engineer said he was very sorry; he had made an awful mistake in taking off the wrong plug. The second engineer stated that his reason for giving the order for the examination of the tank valve was that the tank was running up slowly. About 11 o'clock he left in a launch standing by for assistance, but he did not think she would last and she went down before he returned. He gave no orders when he left the ship before going on shore, and heard nothing about the ballast-tank until the second and third engineers came on board about 10 o'clock. The rules about engineers going on shore were that one engineer and one fireman must be on board. The orders to fill the ballast-tank might have been given to the second without being given to him; when the orders were given the chief must always ultimately hear of it. The third engineer had only joined the ship and was to be shown round next day. When witness was going on shore he did not know the second was also going on shore. Had he been on board he would not have allowed this ballast-tank injection valve to be taken off. It was not judicious to leave the examination of a valve with a sea-connection to an engineer who had been only a few hours on board the ship.

By Lieut. James—It was possible that valves might be opened in his absence but they would let him know about it. He certainly ought to have known that the tank had been filling since the morning.

Captain Welsh—He left no orders and therefore did not expect anything to be done about the valves during his absence.

Examination resumed—He left no orders because he did not know that this work was going on. Had he left orders he would have insisted on the second engineer being present.

By Mr. Gould—He never got any written orders relative to the filling of the ballast tanks; they were always verbal and he took them from any officer provided he had the authority of the captain.

By Mr. Master—It was not customary for the second engineer applying for leave from him to go on shore, but the chief usually did know.

By Mr. Goldring—It was the second engineer who was going to show the third round on the next day. He might have done so on the day of the mishap without witness knowing it. If a man had been shown the connections only once and witness had been second engineer he would certainly have gone with him to see to the examination of the valves. There were marks by the valves to indicate what they were.

Duncan McKellar, second engineer, said he held a first-class ticket issued at Glasgow in 1885 He had been in the *Pakshan* 6 weeks. On the 2nd of June he received orders from the chief officer to open the after ballast-tank. About 12.40 he went to open the tank and he told the third he would show him the connections. Witness opened the sea-valve in his presence and then closed it and made him open it again They then went to the intermediate valve; he opened and closed it and then the third opened it again. When witness was going ashore in the evening about 6.25 he thought the tank ought to be about full. On getting it sounded he found that it was not filling up properly; there was only half the amount there should have been. He thought there must be an obstruction somewhere and asked the third to lift the intermediate box-cover and see if there was any wood or waste; he told him to be sure and see that the sea valve was closed before he lifted the cover. Then witness left the ship, telling the third where he was going. About 9.30 the third engineer came on shore for him and they went on board the ship. On the way the third told him what he had done and that he was very sorry. He was positive as to the orders he left with the third engineer. It was absolutely incomprehensible to him how the third did the very opposite of what his orders were and left undone what he was told to do.

By Lieut. James—Suppose the third engineer had taken off the intermediate valve and not closed the sea-valve the water would have come in just the same. If he had closed the sea valve and taken off the cover he did take off, the result would have been just the same.

By Captain Beetham—He was of opinion that some good would have been done by thrusting pillows or a mattress down the valve, if the pressure was not too great.

By Mr. Master—There was no list on the ship before the water came in; if there was a list, inflowing water would follow the list. He explained to the third engineer the working of the sea-valve and pointed out the danger of tampering with it.

By Mr. Goldring—There was no European with them when he showed the third engineer round the valves; but there were Chinamen working about, and the No. 1 brought him a lamp and a hammer. He had not heard of any examination which had been made of the ship by divers.

James McDonald, chief engineer (recalled)—The bridge over the valve was he believed a removable one. He was not sure that the cover could have been taken off with safety, the valve having been previously shored down.

J. S. Lewingdon, second officer (recalled)—He knew that there was a period after the tarpaulin was put over the bows during which the water ceased to rush in, by the marks on the ladder. He took no soundings in the engine-room, because of the list. He took soundings repeatedly fore and aft and found water aft but that was after the time when the inrush had stopped. He did not think there was any connection between the stoppage of the rise of the water in the engine-room compartment and its appearance in the after hold.

This closed the evidence.

Mr. Goldring asked for an adjournment in order to procure as a witness on his client's behalf the No. 1 Chinese fireman who had seen the second engineer showing the third round the connections in the engine-room.

His Worship stated that the Court could not permit of an adjournment.

Mr. Goldring then addressed the Court.

J. McArthur, the third engineer, stated that the evidence given by the second engineer was just a statement made to clear himself. It was not the case that he (the third engineer) ever touched a valve in the engine room during that day or that the second engineer showed him the valves.

The finding of the Court was as follows:—We find that the British s.s. *Pakshan*, 82893, of which James George Reid was master, whose certificate of competency as master is 094439, was lying at a buoy in Hongkong Harbour on the evening of 2nd June, that the ship had on board undischarged cargo consisting of 700 bags of rice; she had also about 207 tons of bunker coal; that about 7 p.m., owing to the removal by the third engineer of the cover of the sea-connection for the ballast-tank, the ship began to take in water, and the attempts to stop it being ineffectual she sank at her moorings in about 7 fathoms of water. It appears from the evidence that the master was on shore, that the chief engineer also went on shore at 6 p.m., and the second officer also went on shore at 6.30, leaving the duty of filling the ballast-tank to the third engineer, who had only been in the ship a few hours. The second states that he distinctly told the third engineer to examine the valve in the intermediate box and not to touch the sea-connection; and the Court finds it difficult to make this statement correspond with the action of the third engineer, who almost immediately went down and did not touch the intermediate valve-box and did take the cover off the sea-connection, as admitted by himself. The Court, having heard and carefully considered the evidence, is of opinion that the ship sank as the result of one serious blunder of the third engineer, followed by a series of hardly less serious faults on the part of others. It is impressed by the apparent want of resource shown by those concerned. In Hongkong it is difficult to imagine not being able to engage the services of almost any number of steam launches at almost any hour of the day or night, and a tow of about 1,000 yards would at any rate have got the ship into 3 fathoms less water than she went down in. No signals were made to attract attention and no application made to the ships close by for assistance. The Court considers that the leaving of the third engineer in charge of the important duty of examining the valves connecting with the ballast-tank was a serious error on the part of the second engineer, and indeed they are unable to acquit the chief engineer of all responsibility on this score, for the Court is of opinion that he ought to have been aware of the fact that the ballast-tank was being filled. The absence of the crew is one of the contributory causes of the loss of the ship. Had there been more help, more might have been done; and here again it is clear that application to the adjacent ships might have had beneficial effect. The Court, however, is of opinion that these faults of commission and omission do not amount to a wrongful act or default, and the certificates of the master and officers and engineers are not therefore dealt with.

The Court rose.

The following paragraph is taken from the *Nagasaki Press*:—"It is reported on the authority of a Japanese merchant who has just arrived at Nagasaki from Hankow that Messrs. Jardine, Matheson and Co. are preparing to open a regular steamship service between Kuchow and Changsha, in Hunan province, with the Indo-China Steam Navigation Company's steamer *Changwo* (1,065 tons gross), in order to compete with the steamers to be run on the same route by the Hunan Steamship Co., a Japanese company which is at present calling for the first payment on its shares." We learn that the *Changwo* is already on the run referred to. The Japanese company's steamers are not yet in evidence.

THEFT FROM MESSRS. KELLY AND WALSH, LD.

Before Mr. F. Haseland to the Magistracy on Tuesday, Lui Man, master of the Man Sing printing office, 29, Wellington Street, was charged on remand with being in unlawful possession of five tins of printing ink valued at $20 and said to be the property of Messrs. Kelly and Walsh. The defendant, who had been liberated on bail of $100, was represented by Mr. J. Hastings, and Mr. J. Hays conducted the case on behalf of Messrs. Kelly and Walsh.

Evidence was heard, and Sergeant Murison testified to the finding of the ink in the defendant's shop. The manager of Messrs. Kelly & Walsh was with him at the time.

Charles T. Letton said he was manager of Messrs. Kelly & Walsh's office in Duddell Street. On three occasions since the 6th ult. the shop had been entered and a large quantity of printing ink removed. The tins produced in Court were missed on the third occasion.

After cross-examining the witness, Mr. Hastings called for the defence Lo Tuk, a compositor in the employ of the defendant, who said that three of the tins of ink produced were bought by him last year; he could not remember the month, but it was some time in summer. They were bought from Messrs. Kelly and Walsh, and the price paid for each was $1.80, a reduction of ten cents per tin being made on account of his paying cash. The ink was sold by an European whom witness could identify if he saw him again; he was not in Court. The two remaining tins were purchased from a marine hawker, the large one costing forty cents and the small one fifteen cents. Witness got them at a low price because the tins were open.

Mr. Hays cross-examined and asked the witness why he, as a compositor and having nothing to do with ink, should go and make the purchases he had mentioned. Witness replied that in Chinese printing-shops it was the custom for compositors to buy ink if the master told them to do so. In reply to another question, witness said he was versed in the prices and values of ink, but the knowledge was not particularly required when making a purchase at Messrs. Kelly & Walsh's, as they supplied good articles.

Mr. Hays desired to call Mr. A. Cunningham, manager of the *Hongkong Daily Press*, to give expert evidence, but Mr. Hastings objected to the admission of this evidence the case for the prosecution having been closed, and the objection was sustained by his Worship.

Mr. Hastings then summed up, and said that it would not satisfy the requirements of the section of the Ordinance under which the case was brought simply to show that stolen goods had been found in a defendant's possession; there must be guilty knowledge on the part of that defendant. In the present case the existence of such guilty knowledge had not been proved, and, in addition, the defendant's witness, Lo Tuk, had shown how the ink came to be in the possession of the defendant. Mr. Hastings commented on the fact that the defendant had not tried to keep the police from searching his premises, but, on the contrary, gave them every facility. Then again, no evidence had been adduced to show that the tins, which were found by the police in an open enclosure, had not been bought from Messrs. Kelly & Walsh. Mr. Letton in the witness-box had stated that he was prepared to swear that none of these goods had ever been sold by Messrs. Kelly & Walsh, but this was rather an extraordinary statement to make in view of the fact that he had been manager for only two or three months. They had had evidence that the tins in Court had been sold last year by an European in Messrs. Kelly & Walsh's, and in the absence of that European his Worship would accept the statement, for it was impossible for one man to come there and answer for the acts of another. In all probability the goods had been sold and no entry made of the transaction, because such a thing was possible even in a firm so well-conducted as was Messrs. Kelly & Walsh's. With regard to the tins bought from the marine hawker, there was nothing improbable about the story, and as the tins were open at the time of purchase the price paid for them, forty cents and fifteen cents respectively, was a very reasonable price. There was no evidence to the contrary except that of Mr. Letton, who had been very positive in all his statements. There was no mark at all on any of the tins, nothing that could be reasonably called a mark to identify them as being the property of Messrs. Kelly & Walsh. In conclusion, Mr. Hastings submitted that the defendant had satisfactorily accounted for his possession of the tins, and asked his Worship to dismiss the charge.

Mr. Hays said that from beginning to end the case was one of the simplest that his Worship could well have before him. The tins of ink found in the possession of the defendant had been one and all identified by a responsible man, the manager of one of the largest firms in the Far East. The ink was of a kind never used in Chinese printing shops, and in the opinion of Mr. Letton was imported only by his firm. Messrs. Kelly and Walsh had been cleared out of a great quantity of inks, and three of the tins were found in the possession of a Chinaman in a dirty little, poky shop in Wellington Street, stowed carefully away in a back room, not—to quote the Hibernianism used by Mr. Hastings—in an open enclosure, whatever that might be. Mr. Hastings had called as a witness for the defence a man who came down from Canton last Friday, and who had had ample opportunity to make up a fine case. Then again, this man was a compositor, and it was not the duty of a compositor to buy ink, as his Worship knew perfectly well.

His Worship—I don't.

Mr. Hays—It was not his place.

His Worship—But if this man were told to do it, I am sure he would not tell his master, "Look here, I am a compositor, and it is not my duty to buy ink." He would probably lose his place.

Mr. Hays having concluded by saying that the case for the prosecution was as clear as it was possible to be, his Worship said the onus lay with the defendant, not with the prosecution, to prove to his satisfaction how he came into possession of the goods. That onus had not been discharged, and the defendant would therefore be convicted and find $100, or, in default, two months' imprisonment with hard labour.

A similar case was that in which Chan Pik Chuen, described as the master of a printing shop at 68, Wellington Street, was charged with being in unlawful possession of one tin of violet ink valued at $4. Mr. Hastings again defended and Mr. Hay prosecuted.

Sergeant J. Watt gave evidence as to the serving of the warrant, and was cross-examined by Mr. Hastings, who asked him if he could speak Chinese.

Witness—A little.

His Worship—This is the sergeant who won Mr. May's prize for Chinese.

Sergeant Watt deposed that the defendant, in answer to a question, said he was the master of the shop. The tin of ink produced was found in a closed drawer.

Mr. Letton again went into the witness-box and affirmed that he identified the tin of ink as the property of his employers by the figures 1069 on the bottom. Furthermore, the tin lay on his desk for three weeks before it went amissing, and it formed part of the goods stolen from the shop.

In reply to Mr. Hastings, witness said he had never seen violet letterpress ink used in Chinese calendars; he would not undertake to say, however, that such ink was *not* used, nor would he be surprised to hear that the Hi On and other insurance companies issued calendars printed in that colour.

A number of such calendars were handed up to the witness, who, after examining them, gave it as his opinion that the tint was darker; the ink used, however, was certainly violet. In answer to another question witness said the number of tins of ink missed from the office was between forty and fifty. He could not identify every tin, certainly; but the majority, yes.

This closed the case for the prosecution and Mr. Hastings called Chinese witnesses to prove that the defendant was only a director in the concern, not the manager, and that the tin of ink forming the subject matter of the charge was taken over with other goods when the business became a limited liability company.

The solicitors in the case afterwards addressed his Worship.

His Worship discharged the defendant.

The defendant was discharged, his Worship stating that from the evidence he was not satisfied that Chan Pik Chuen, who was only a director and shareholder in the company, not the manager, had had any guilty knowledge as to how the tin of ink came to be in the shop. Sergeant J. Watt then obtained a warrant and arrested the real manager of the business, who was one of the witnesses for the defence in the previous case. A similar charge was preferred against him, to which he pleaded not guilty. Mr. J. Hays prosecuted and the defence was conducted by Mr. J. Hastings. The case was adjourned until Wednesday next, 25th inst.

On Wednesday Yam Shui, master of the Kee Shing printing shop, 76, Queen's Road Central, charged with receiving $117 worth of paper stolen from Messrs. Kelly and Walsh, failed to respond to his bail of $1,000, which was accordingly estreated. A warrant was issued for his arrest.

On Thursday, Yam Ki, master of the Wo Sing shop, 29, Pottinger Street, was convicted of the unlawful possession of three-and-a-half black bookbinding skins and a quantity of paper, and find $100. The evidence for the prosecution was similar to that adduced in the cases already reported.

HONGKONG VOLUNTEER CORPS.

"A" MACHINE GUN CO.

This Company's monthly carbine competition was held on Saturday and Sunday last at the Tai-hang Rifle Range. In spite of the inclemency of the weather there was a good attendance and some excellent scores were handed in. Gunner H. S Holmes with 90 nett scored the first win on the "Jackson" Cup and also contributed the best score towards the No. 2 Cup. Gunner E. C. Emmett scored a win on the No. 3 Cup, and Gunners H. S. Holmes, Brown and Emmett each won spoons.

The Pool Competitions for the best nett score at each range resulted as follows:—

200 yds.—Gunner W. S. Brown	...	30
400 yds.—Gunner H. S. Holmes	...	39
500 yds.—Gunner H. S. Holmes	...	34

HONGKONG CHESS CLUB.

The cable games with Singapore continue to absorb the attention of local players. The Allgaier Gambit is in a very critical state at present. The games stand as under:—

ALLGAIER-THOROLD GAMBIT. RUY LOPEZ.

White. (Singapore).	Black. (Hongkong).	White. (Hongkong).	Black. (Singapore).
1 P—K 4	P—K 4	1 P—K 4	P—K 4
2 P—K B 4	P t. P	2 Kt—K B 3	Kt—Q B 3
3 Kt—K B 3	P—K Kt 4	3 B—Kt 5	Kt—B 3
4 P—K R 4	P—Kt 5	4 Castles	B—B 4
5 Kt—Kt 5	P—K R 3	5 Kt t. P	Kt t. Kt
6 Kt t. P	K t. Kt	6 P—Q 4	Q—K 2
7 P—Q 4	P—B 6	7 P t. P.	Q t. P
8 P t. P	B—K 2	8 Kt—B 3	Castles
9 B—B 4 ch	P—Q 4	9 B—K 2	Q—K 2
10 B t. P ch	K—Kt 2	10 P—K B 4	Kt—B 3
11 Castles	P—Kt 6	11 P—K 5	Kt—K sq
12 P—K B 4	Kt—K B 3	12 Kt—Q 5	Q—Q sq
13 Kt—B 3	P—K R 4	13 B—Q 3	P—B 4
14 P—B 5	Kt—Kt 5	14 B—B 4	K—R sq
15 K—Kt 2	B t. R P	15 Q—R 5	Kt—Q 5
16 R—B 4	Kt—B 7	16 B—Q 2	P—B 3
17 Q—B 3	Q—Kt 4	17 Kt—K 3	

ROYAL HONGKONG GOLF CLUB.

On the Happy Valley links on the 18th inst. the annual championship of the Hongkong Golf Club ended in a victory for Mr. J. H. T. McMurtrie, who defeated Mr. T. S. Forrest by 8 up and 7 to play. No other players entered.

Freights to Hongkong, says the *Times* of Bangkok, are very good at present, as shown by the number of boats coming here to load, but matters are quiet between here and Singapore. Better-class paddy too is rather difficult to get hold of in consequence of the middlemen holding back for higher prices. On the 16th inst. the price went up to Tcs. 93 a *coyan* and even at that high figure dealers refused to sell. There were over a hundred fully laden boats on the west side of the river on the 16th inst. waiting for still better terms.

SHANGHAI RACES—AUTUMN MEETING.

The Shanghai Race Club announces for its Autumn Meeting this year a race entitled "The Lottery Stakes," decribed as follows:—"For all China ponies; Value, Tls. 200, added to a sweepstakes of Tls. 15 each. Forfeit Tls. 5, if declared on or before the date of closing the entries for the Autumn Meeting, when the balance of Tls. 10 is to be paid, and the name and colour of the pony declared. The stakes will be divided as follows:—1st pony 70 per cent., 2nd pony 20 per cent., 3rd pony 10 per cent. Weight for inches as per scale. Winners of a race of one mile or over to carry 5 lbs. extra. Griffins which have arrived in Shanghai on or after 1st August, 1902, allowed 7 lbs. Non-winners, and griffins purchased prior to above date, allowed 4 lbs. No ponies qualified to run unless entered at the Autumn Meeting in an official race." The distance will be one mile and a half, and nominations, which are transferable, close on 30th June.

FRANCE AND SIAM.

In the House of Lords last month Lord Lamington asked the Secretary for Foreign Affairs whether he could say when the French were going to comply with their obligations to evacuate Chantaboon, whether their continued occupation was due to the Siamese not having fulfilled their pledges; and whether any representations on the subject had been made to the French Government.

The Marquis of Lansdowne, in reply, said: I am afraid I shall not be able to give my noble friend all the enlightenment he desires upon this important subject. He evidently knows that the differences between France and Siam are of very long standing. Their history is intricate and the present situation is still, I am afraid, somewhat obscure. It is the case that in 1893 the Siamese Government entered into a Treaty and Convention with the Government of France, under which the Siamese ceded to France a very considerable portion of Siamese territory lying on the eastern bank of the River Mekong. The Siamese Government also undertook, in respect of the zone of 25 kilomètres in depth following the course of the River Mekong, that they would evacuate and not mantain any armed forces in that region. On the other hand, the French Government on the Convention announced, in the plainest language, that it was their intention to remain in the occupation of Chantaboon, which they held at the moment, until such time as the whole of the stipulations of the Convention had been complied with by the Siamese. We understand that at the present time it is alleged by the French Government that several of these stipulations have not yet been complied with. They are numerous, and I do not think that any useful purpose would be served if I were to particularise them. But certainly two matters in dispute are—first, the question of whether or not the zone of 25 kilomètres has been completely evacuated; and, secondly, the extremely difficult and troublesome question of registration. The point is this. The French retain control over persons of Annamite and Cambodian descent residing on the western or Siamese side of the River Mekong.

Lord Lamington: And Chinese, too.

The Marquis of Lansdowne: The matter is in dispute between the French and Siamese Governments, and I do not think it possible for His Majesty's Government, in such circumstances, toundertake to decidebetween the two parties, or to state on which side the right lies; nor have we thought the occasion was one for making any representation to the French Government. That is the special question which the noble Lord asked. Having said that much, I can only add that I share with the noble Lord the interest which he takes in this subject. I realise its great importance to the peace of the regions which are the scene of these events, and I can assure him that none will be better pleased than His Majesty's Government if these differences should be composed, and if it should be found within the power of the French Government to restore Chantaboon to its legitimate owners. Nothing that has been said by the French Government, so far as I am aware, has ever pointed to the conclusion that they intended their occupation to be permanent. On the contrary, the very language of the Convention saggests a different inference. On several occasions it has been stated by persons of high official position in the service of the French Government that it was their intention to restore Chantaboon to the Siamese as soon as the stipulations of the Convention of 1893 had been completely fulfilled.

HONGKONG.

Mr. J. H. Kemp has been appointed Secretary to the Squatter's Board.

The name of Mr. A. F. Arculli has been added to the list of non-official Justices of the Peace.

The Russian Grand Duke Boris arrived in Hongkong on the 16th inst. on board the French cruised *Kersaint*. His visit here was of a purely private nature and was of short duration, as he left again on the 18th.

In celebration of the Coronation of His Majesty the King, the 26th and 27th inst. will be observed as public holidays throughout the Colony. The 28th inst. will also be observed as a holiday in Government Departments except in that of the Police Magistrate, who will also sit on the 27th inst.

The statement of stamp revenue during May 1901 and 1902 shows an increase for the latter month of $8,987.59. The chief items which contributed to this were: Probate, or letters of administration, $9,202; and adhesive stamps, $2,028.38. The main decrease was in Conveyance or Assignment, $1,945.50.

The appointments are notified in the *Gazette* of the Hon. C. S. Sharp to be an Unofficial Member of the Executive Council and of Messrs. G. W. F. Playfair and R. G. Shewan to be Unofficial Members of the Legislative Council; the reappointment of the Hon. Ho Kai to be Unofficial Member of the Legislative Council is also notified.

We have reason to believe that very possibly H. E. the Acting Governor of Macao, Senhor A. P. Lello, may pay a visit to Hongkong on Friday, the 27th inst., in connection with the festivities in this Colony. Senhor Lello will on the 26th attend the ball given by the British residents at Macao, of which we have already spoken.

The local agent of the Canadian Pacific Railway Co. courteously informed us on the 18th inst, afternoon that in reply to a cable message sent to Montreal, he had just received the following:—"Coronation contingent sailed *Tunisian* June 13th"—showing that the party had arrived at Montreal and left on time in accordance with schedule.

The Fokhien community in the Colony are making preparations to entertain the Chinese Minister to London, Lo Fenglüh, who with his family is due to arrive here by the German mail on the 25th instant. We understand that a daughter of the Minister is engaged to be married to the Hon. Tan Jak Kia, one of the leading Fokhien merchants in the Straits.

The water authorities report that the various reservoirs of the Colony have been completely filled by the recent rains. There is at the present moment 40 per cent. more water in stock than there was last year at the corresponding date, but this of course cannot be taken as an indication that the supply during next dry season will be any more plentiful than was the case before the last rains made their appearance. Heavy downpours may take place up till September. It is only then that one can compare the amount in hand with the probable consumption during the subsequent dry season. But in the meantime there is matter for satisfaction in the abundance of the supply.

The homeward bound cruiser *Endymion* had a hearty send-off on the 17th inst. We learnt that she would remain two days in Mirs Bay, in order to escape quarantine at Singapore, where the cruiser will participate in the Coronation *fêtes*.

On Tuesday the British gunboat *Fearless* arrived from Singapore.

The French gunboat *Kersaint* left for Haiphong on Thursday.

MISCELLANEOUS.

H.M.S. *Talbot* has left Swatow for Weihaiwei, where she will take part in the Coronation festivities. H.M.S. *Blenheim* should already have reached Weihaiwei from Nagasaki.

The new lighthouse erected by the Formosan Government at the northern extremity of the Pescadores Group is finished, and the light will be used for the first time on the 15th inst. The work of construction cost 220,000 yen.

Three houses belonging to French and Germans were destroyed at Peking by fire on the 2nd inst, as well as a building containing forage. On the 3rd the timber meant for the new Austrian Legation was also destroyed by fire.

It is stated that the perpetrators of the outrage at Paklat, Siam, when a number of men entered a gambling house, shot several there and decamped with the money, were Siamese soldiers.

Lieut.-Colonel F. W. B. Koe who has recently returned home from Hongkong, has been appointed to take over the command of the Army Service Corps in the North-Western District.

The Osaka *Asahi* learns that the Japanese telephone service between Seoul and Chemulpo, Corea, was opened to the public on the 21st of last month. At Seoul 65 connections have been established, and 56 at Chemulpo.

The *Laertes* arrived at Singapore on the 10th inst. with 786 coolies on board, from China ports for the Straits. On the voyage down ten men and two women developed cholera, and as they were suffering from this disease on their arrival at Singapore they were sent to the quarantine station.

Mr. René Sheridan, who has been appointed Legal Adviser to the Siamese Government, arrived in Bangkok on the 2nd instant. Mr. C. Symon, assistant legal adviser, has got six months' leave of absence. The present Legal Adviser, Mr. Schlesser, leaves for Europe about the end of this month. He is going home to be married.

A distressing gun accident occurred in the Settlement, Shanghai, on the 8th inst. Two of the young sons of Mr. Rowe were playing with a small saloon rifle when the younger pointed it at his elder brother. He pulled the trigger, with the result that the bullet hit his brother in the head. The boy was removed to the Hospital, but was soon pronounced out of danger.

The Kobe City authorities have now concluded all distraints on house-tax defaulters, says the *Kobe Herald*. None of the foreign leaseholders have paid the tax for which demand notes were issued last month, covering the first half of this year, and which was payable up to the 26th ult. The authorities will issue warning notes and further demand notes shortly and will start distraint again if necessary.

At the execution of three Filipino ladrone leaders at Lingayen, P.I., on the 6th inst., a new kind of garrotte was tried, and the result was a gruesome failure, says the *Manila American*. Thirteen minutes passed before the medical officers pronounced death by strangulation, and those who witnessed the execution were horrified by the work of the barbarous machine.

The Wusueh correspondent of the *N.-C. Daily News* writes:—"The question of the compulsory purchase of lottery tickets seems to be settled. In two or three hsien here, the mandarins are giving the option of taking tickets or of paying increased taxes. The Christians are thus able to pay increased taxes and not offend their conscience." Apparently, therefore, the Wusueh Christians are more rigid moralists than their European brethren in China or at home.

Corean railways have even greater difficulties to contend with than those in China. The Seoul-Fusan Railway Co. had begun the construction of a line between Kihsen and Suigen on the 1st inst. as previously arranged, when the Corean Government demanded the suspension of the work. A tunnel has to be dug through a mountain which is regarded as an Imperial graveyard by the Government, and this is the reason of the demand. The company's officials replied that they could not accede to the demand. The Corean Government still insists on the suspension of the work and some further trouble on the matter is expected.

An American Chamber of Commerce has been instituted at Iloilo.

It is reported that the Chinese Government has decided to institute House and Vehicle Taxes, to procure funds for the proposed thorough repairing of the streets of Peking.

Cholera is less malignant in the Philippines now. The number of cases in Manila on the 9th inst., according to the *Times*, was only 9, with 4 deaths. The total cases in the city were then 1,294 and deaths 1,046, a mortality of 80·9.

The news of the sinking of the *Teutonia* off Cape Rachado on the night of the 6th inst., reached Kuala Lumpur the next evening. The *Malay Mail* says Captain Nielsen, who was unable to swim, was saved by clinging to a buoy along with two Malays. Bro. James, of St. Xavier's, is stated to have been rescued by a Malay fisherman who took him on to Port Dickson. Some of the inhabitants of Kuala Lumpur are reported to have lost relatives in the disaster. The crew of the Tongkang with which the *Teutonia* collided has been taken to Penang pending the Marine Court of Enquiry which will be held there.

The annual report for 1901 on the births and deaths in the Straits Settlements has been issued. The total number of births registered was 14,568, equal to a crude birth-rate of 25·37 per thousand. Excepting Malacca and Province Wellesley, the births in the several Settlements exceeded those for 1900. In Singapore and Penang the great preponderance of males over females accounted for the low birth-rate. There were 7,573 male and 6,995 female children born. The death rate was 39·85, which is noted as being high, and there were in all 22,876 deaths, about 500 more than last year. The greatest number of deaths occurred during May, June, and July. The death rate was lowest among European, 20·28, and highest among the Indians, 47.07. Cholera was responsible for 145 deaths, and the general mortality rate has risen nearly 3·75 per mille.

On the 1st inst. a party of five drunken French sailors from a French war-ship in Nagasaki harbour began to molest passers-by at Oura. The police attempted to stop them, when the sailors attacked the police, injuring one. They then ran away, but three were afterwards caught. There were a large number of sailors from the war-ships of various nations in the port, and some excitement prevailed at the time. About twenty British sailors assembled, showing an attitude of hostility to the French, but the British and French Consuls appeared on the scene and prevented a disturbance. By the efforts of the French Consul, the authorities, upon the payment of 15 yen as compensation by the French sailors, released those who had been arrested. About midnight on the same day fighting again took place between the French sailors and the Japanese, in which a French sailor was injured about the head. He was taken charge of by the police and sent back to his ship. The Japanese assailants were unknown.

A telegram from St. Petersburg last month stated:—"The agreement between England and China has caused an unpleasant surprise. The first railway agreement refers to the Peking-Shanhaikwan line, and is subject to the eventual approval of the Powers. If in this connection the agreement of Feb. 15, 1901, is referred to, whereby the Peking-Shanhaikwan line is handed over to Great Britain, it is not valid according to the interpretation put upon it here, as the occupation of territory mentioned therein is dependent on a condition which ceased to exist on Sept. 22, 1901. Even more dissatisfaction is caused by the concession to England for the Tungchau-Tongchan Tientain-Paotingfu, and Peking-Kalgan lines. The Russian representative at Peking is said to have been instructed to make a vigorous protest against the agreement to the Chinese Government." On this the Berlin correspondent of the *Times* comments:—"This friendly German exposition of the Russian views is eminently at fault, in one particular at least. It was not because of the exceptional circumstances of the international occupation that the agreement of February 15, 1901, was effected; but, on the contrary, precisely because the international occupation was coming to an end, and with it the sole German pretext for maintaining the Russian control of the railways."

A Japanese who went to Peking from Tientsin has died there in the Japanese barracks of cholera.

The *Nagasaki Press* understands that Sir James Lyle Mackay, British Treaty Commissioner has abandoned his intended tour to Japan. A Shanghai telegram to the Osaka *Mainichi* states that he will shortly leave for home, being expected to return to Shanghai after three months' absence.

During May, out of 51 steamers which entered the port of Bangkok, 27 were German (29,267 tons), 1 British (3,146 tons—surely a mistake in figures), 5 Norwegian, 2 French, 1 Dutch, and 1 Siamese. In the same month in 1901 the list was headed by 27 German (30,302 tons) and 14 British (13,765 tons).

In their annual match v. an I.M. Customs team the Shanghai Cricket Club, on the 10th inst., ran up a score of 240 for 2 wickets (G. F. Lanning 128, A. E Lanning 103 not out) and declared the innings closed. The I.M.C. team put together 100 and 40 for 3 wickets, R. F. C. Hedgeland making 23 and 22 not out. V. H. Lanning took 3 wickets for 9 runs.

The *Shanghai Mercury* says that the M.M. liner *Annam* was indeed a sight as she came up to the anchorage outside Woosung on Monday afternoon, the 9th inst. She was several feet down by the head, showing the tops of her propeller blades, and with four large streams of water pouring from her upper deck forward. She attracted much attention from passing and nearby vessels.

A New York despatch of the 12th inst. to the *Manila Times* says:—The commission appointed for that purpose, including Governor Taft, Judge Smith, and Major Porter, of which Governor Taft is the head, is now at Rome conferring with the Vatican upon the details and policy of the sale of the lands belonging to religious corporations in the Philippine Islands. The Pope has decided to refer the whole question to the committee on Extraordinary Ecclesiastical Affairs. It is believed a settlement will be effected.

During the first quarter in 1902, 119 steamers and sailing vessels of 128,859 tons cleared in Tsintau, against 91 with 106,336 tons during the same quarter in 1901 and 66 of 60,054 tons during the same period in 1900. In addition to this the number of junks cleared during the same time amounted to 849, 1,016 and 645 respectively. The customs revenue as regards export trade amounted to HK. Tls. 35,638 for the first quarter in 1902, whilst in the corresponding months in 1901 and 1900 only HK. Tls. 21,625 and 13,362 respectively were collected; but even the last quarter in 1901 was exceeded by Tls. 1,511.

The Siam *Observer* understands that the French troops which were sent to Klung by the French Commandant at Chantaboon, under the extraordinary circumstances already reported, have now been withdrawn and have returned to Chantaboon. "The incident is therefore, so far, over—excepting, of course, for the communications that must needs pass between the Governments of France and Siam on the subject." Commenting on the fact editorially our Bangkok contemporary says:—"Throughout the Laos troubles the attitude of the French Foreign Office has, we believe, been perfectly correct and even friendly. It cannot be imagined that M. Delcassé would for a moment countenance a barefaced raid into a Siamese town. As we have remarked before, the justice or otherwise of the French mission's complaint at Klung is not the question. Suppose we grant that the Chinamen had no right to be on the piece of land, or cemetery, in question, still it most obviously was not the duty of the French Commandant at Chantaboon to turn them out. The position assumed by the Siamese Governor was perfectly plain. The case was one for the civil courts and until it should be legally decided he had no power to arbitrarily interfere. For the French Commandant to do so and to send troops to the spot—whether half a dozen or a hundred makes no difference—seems about as glaring an error as one can well imagine. As we said before, we should prefer to minimise rather than exaggerate the affair—assuming as a matter of course, that the French Government will set matters right. We do not, however, see how such an affair can be pooh-poohed as of no importance. That would only be making it worse."

It is reported from Peking that Prince Su, who now has control over the Peking Gendarmerie, is about to send a Manchu noble of the Imperial lineage, named Yü, to Tokyo, for the purpose of studying the organisation of the Tokyo metropolitan police, with the object of introducing the same into Peking and gradually throughout China.

COMMERCIAL.

SILK.

CANTON, 6th June:—2nd Crop.—Arrivals come in very slowly and in reduced quantities only. Business has been very moderate during the fortnight under review, the total transactions amounting to 500 to 600 bales composed chiefly of spot cargo. The majority of filature houses have reduced their production in early crop silk, owing to the very high prices of cocoons ruling in the interior. 3rd Crop.—Prospect for this crop remains very favourable, and definite details on the yield will be obtainable in about two weeks. Prices in general are firm and well defended. Lately, business has been checked by the steady advance in Exchange. Waste.—Very little doing. Prices firm, but nominal.

CAMPHOR.

HONGKONG, 20th June.—No arrivals.

SUGAR.

HONGKONG, 20th June.—Prices are going downward, market bing dull. Quotations are:—

Shekloong,	No. 1, White.....	$8.30 to	$8.35	pcl.
do.	„ 2, White.....	6.95 to	7.00	„
Shekloong,	No. 1, Brown ...	5.95 to	6.00	„
do.	„ 2, Brown ...	5.80 to	5.85	„
Swatow,	No. 1, White.....	8.10 to	8.15	„
Swatow,	No. 1, White.....	6.85 to	6.90	„
do.	„ 1, Brown ...	5.75 to	5.80	„
do.	„ 2, Brown ...	5.65 to	5.70	„
Foochow Sugar Candy		12.05 to	12.10	„
Shekloong	„	9.70 to	9.75	„

RICE.

HONGKONG, 20th June.—Large demands having come forward, prices are on the advance. Quotations are:—

Saigon, Ordinary.....	$3.20	to	3.25
„ Round, Good quality	4.05	to	4.10
„ Long	4.15	to	4.20
Siam, Field mill cleaned, No. 2	3.40	to	3.45
„ Garden, „ No. 1	3.80	to	3.85
„ White.....	4.30	to	4.35
„ Fine Cargo	4.40	to	4.45

OPIUM.

HONGKONG, 6th June.—Malwa.—A good business transpired, but there is no change in prices, which are New at $990/1,000; Old $1,000/1,020.

Bengal:—Market ruled very strong and active, which was very much intensified towards the close. Various causes have contributed to that increased taxation in Canton to come into force by the end of this month, the belief that there will be 44,400 chests available for sale next year and also the resumption of shipments to Manila. Sales were make in old drug to arrive. We quote—

Old Patna High Numbers at	$905
„ „ Low „	„ 900
„ Benares	„ 892½
New Patna	„ 895
„ Benares	„ 885

Stock on date:—

Patna	Benares	Malwa	Persian
1,852½	536	314	2,634

COTTON.

HONGKONG, 20th June.—At previous quotations, a good business was put through. Stock, about 8,000 bales.

Bombay, ...	21.00 to 22.50	piculs
Bengal (New), Rangoon, and Dacca, ...	22.00 to 24.50	„
Shanghai and Japanese	27.00 to 28.50	„
Tungchow and Ningpo,	27.00 to 28.50	„

Sale: 900 bales.

COALS.

HONGKONG, 20th June.—No business. Market very quiet.

Cardiff.....	$18.50 to 19.00,	ship, nominal
Australian $11.00 nominal		
Yubari Lump ...	$12.00 to 12.50	ex godown nominal
Miiki Lump.....	$10.00	ex ship, nominal
Moji Lump	$7.00 to $9.50	ex ship, quiet
Hongay double screened	10.50	ex godown
Hongay Lump.....	8.50	ex ship
Hongay Dust	6.00	„
Briquettes	16.00	„

} nominal

YARN.

Mr. P. Eduljee says in his Report, dated Hongkong, 20th June:—Shortly after the departure of last mail, dealers taking advantage of the weak position that importers had assumed, almost cleared the market of all desirable spinnings at or under previous prices. Subsequently a sudden and unexpected brisk demand from the country has had the effect of instilling more confidence amongst sellers and arresting the downward course of the market. Holders then refused to sell at last quotations and have at the close succeeded in establishing an advance of one to two dollars per bale. The enquiry has been general and almost all grades and counts freely dealt in, No. 10s. and 20s. attracting by far the largest amount of attention and forming the bulk of the settlements. Sixteens are practically exhausted and supplies in view are small. For the moment, dealers have satisfied their requirements and are not buying, but the market may be said to close firmer all round with an improved prospect. Receipts continue to fall away, and it would appear that the stream of shipments is now being directed to Shanghai. Our estimate of stocks shows a further heavy decrease and under existing circumstances, we are afraid, is quite inadequate to meet all possible requirements. Latest telegraphic advices from Bombay report a strong market on the basis of 5¾ to 5¾ annas for good to best No. 20s.

Local Manufacture:—Sales of about 700 bales N. 10s. at $96½ forward delivery have transpired.

Japanese Yarn:—Importations are now practicable and a somewhat considerable business amounting to close upon 1,000 bales had been put through, say, Kurashiki 16s. (3 Horses) at $115½ to $116, Kanegafuchi 16s. (Blue Fish) at $118, Hirano 20s. (Horse) at $120, Milke 20s. (3 Rings) at 121 to $122, Settsu 20s. (Peacock) at $123, and Kanegafuchi 20s., at $124.

Raw Cotton:—The volume of business in Indian Staple has been comparatively large and prices are firmer, especially in superfine descriptions, in sympathy with the advance on the other side. There is little or no buying by either Japan exporters or the local mill, the entire business being confined to the requirements of the interior markets. Sales reported are 1,350 bales good to superfine Bengals at from $22 to $24½, the unsold stock being estimated at about 8,000 bales. Nothing has been done in Chinese Cotton. Quotations are Bengal $20 to $24½, Dacca $22 to $25½ and China $26 to $29.

Exchange on India continues steady with little fluctuation and closes to-day at Rs. 129¾ for T/T and Rs. 130 for Post. On Shanghai 74 and on Yokohama 18¾ per cent. premium.

The undernoted business in imported and local spinnings reported from Shanghai during the fortnight ending the 14th instant, viz:—

India:—Total sales 6,914 bales, including 4,949 bales No. 10s, 550 bales No. 12s., 690 bales No. 16s. and 725 bales No. 20s., prices showing an appreciation of half to two Taels and market closing strong. The unsold stock was estimated at 40,000 bales

Japanese:—Market firm, total sales about 1,500 bales on the basis of Tls. 88 to 93 for No. 16s. and Tls. 93 to 97 for No. 20s.

Local:—In good enquiry, total sales 4,500 bales at Tls. 76 to 80 for No. 10s., Tls. 80 to 83½ for No. 12s., Tls. 83 to 86 for No. 14s., and Tls. 84 to 87½ for No. 16s., market closing steady.

MISCELLANEOUS EXPORT.

Per steamer *Java*, sailed on the 13th June.—For London:—1288 boxes tea, 5 6 boxes tea from Amoy, 23 cases cigars from Manila, 50 bales waste silk, 65 cases Chinaware, 55 rolls mats and matting, 35 cases bristles, 20 cases private effects, 26 cases woodware. For Glasgow:—5 cases woodware. For Manchester:—50 bales waste silk. For London opt. Manchester:—50 bales waste silk. For London and/or Hamburg and or Bremen:—170 h/chests tea.

MISCELLANEOUS IMPORTS.

Hongkong, 20th June.—Amongst the sales reported during the week are the following:—

Yarn and Piece Goods.—*Bombay Yarn:* 100 bales No. 6 at $84, 1,100 bales No. 10 at $91 to $98, 1,050 bales No. 12 at $96 to $100, 550 bales No. 16 at $104 to $115.50, 1,700 bales No. 20 at $116 to $123.50. *Grey Shirtings,*: 3,000 pieces 8¼ lbs. Blue Joss (1) at $3.75, 600 pieces 8¼ lbs. Blue Fish at $3.80, 1,500 pieces 8¼ lbs. Saw Piano and 1 at $3.75, 1,800 pieces 8¼ lbs. Eagle at $2.40, Book at $3.70, 1,400 pieces 8¼ lbs. Eagle at $2.40, 1,800 pieces 8¼ lbs. Red 7 Children at $3.30, 600 pieces 8¼ lbs. 3 Dogs at $4.10, 500 pieces 10 lbs. Blue 5 Men at $4, 2,500 pieces 10 lbs. Blue Angle at $4.95, 1,200 pieces 8 lbs. Blue Fish at $3.30, 1,200 pieces 8¼ lbs. Red Soldier and Gun at $3.10, 600 pieces 8¼ lbs. Blue Fish at $3.30, 3,000 pieces 8¼ lbs. Blue Joss No. 1 at $3.75. *White Shirtings:* 250 pieces x9 at 6.15, 1,000 pieces Fox and Duck at $6.90, 500 pieces Blue Dragon at $6.62½, 1,500 pieces x9 at $4.35, 500 pieces Fox and Duck at $6.85, 3,000 pieces, 8¼ lbs. Blue Fish at $3.30, 3,600 pieces 8¼ lbs. Blue Joss No. 1 at $3.75, 1,000 pieces Fox and Duck at $6.80, *Tea Cloth:* 750 pieces 7 lbs. Gold Dragon at $3.87½. *Drill:* 450 pieces 10 lbs. Stag at $6.55.

Metal.—*Wire Nails:* 500 casks at $5.80 to arrive. *Steel Nails (Round Rod Irons):* 1,000 pieces at $5.63.

	per bale
Bombay—Nos. 10 to 20s,	$84.00 to $127.00
English—Nos. 16 to 24,	114.00 to 120.00
„ 22 to 24,	120.00 to 128.00
„ 28 to 32,	136.00 to 142.00
„ 38 to 42,	155.00 to 170.00

Cotton Piece Goods—

	per piece.		
Grey Shirtings—6 lbs.	2.20	to	2.25
7 lbs.	2.30	to	2.50
8.4 lbs.	3.10	to	3.75
9 to 10 lbs.	3.80	to	5.00
White Shirtings—54 to 56 rd.	2.55	to	2.90
58 to 60 „	3.20	to	3.40
64 to 66 „	4.50	to	5.30
Fine	5.35	to	7.80
Book-folds	4.50	to	7.00
Victoria Lawns—12 yards	0.75	to	1.40
T-Cloths—6lbs. (32 in.), Ord'y.	1.85	to	2.10
7lbs. (32 „), „	2.15	to	2.45
6lbs. (32 „), Mexs.	2.20	to	2.35
7lbs. (32 „), „	2.95	to	3.50
8 to 8.4 oz., (36 in.)	3.15	to	3.75
Drills, English—40 yds., 13¾ to 14 lbs.	4.20	to	6.90

Fancy Cottons—

Turkey Red Shirtings—1½ to 5 lbs	1.65	to	5.50
Brocades—Dyed	—	to	—

Damasks—

	per yard		
Chintzes—Assorted	0.08	to	0.20
Velvets—Black, 22 in.	0.28	to	0.75
Velveteens—18 in.	0.23	to	0.90
	per dozen		
Handkerchiefs—Imitation Silk	0.30	to	3.50

Woollens—

	per yard		
Spanish Stripes—Sundry chops.	0.65	to	2.00
German	1.25	to	3.00
Habit, Med., and Broad Cloths	1.25	to	3.00
	per piece		
Long Ells—Scarlet, 7-10 lbs.	6.50	to	8.50
Assorted	6.60	to	8.65
Camlets—Assorted	12.00	to	32.00
Lastings—30 yds., 31 inches Assorted	12.00	to	16.00
Orleans—Plain	8.00	to	9.50
	per pair		
Blankets—8 to 12 lbs.	4.00	to	9.00

Metals—

	per picul		
Iron—Nail Rod	4.60	to	—
Square, Flat Round Bar (Eng.	4.55	to	—
Swedish Bar	4.65	to	—
Small Round Rod	5.05	to	—
Hoop ⅜ to 11/2 in.,	6.00	to	—
Wire, 16/25,	9.00	to	—
Old Wire Rope	2.80	to	—
Lead, L. B. & Co. and Hole Chop	8.30	to	—
Australian	8.30	to	—
Yellow M'tal—Muntz 14/20 oz.	42.00	to	—
Vivian's 14/20 oz.	42.00	to	—
Elliot's 14/20 oz.	42.00	to	—
Composition Nails	61.00	to	—
Japan Copper, Slabs	39.00	to	—
Tin	84.50	to	—
	box. per		
Tin-Plates	8.80	to	—
	per cwt. case		
Steel ¼ to ½	7.00	to	—

Sundries—

	per picul		
Quicksilver	181.00	to	—
	per box.		
Window Glass	6.50	to	—
	per 10-gal. case		
Kerosene Oil	2.10	to	—

Shanghai, 11th June (from Messrs. Noël, Murray & Co.'s Piece Goods Trade Report of 5th June).—During the few days that have elapsed since we wrote our last circular a slight improvement has to be noted in so far that more dealers have been calling on importers, but as far as business is concerned we have again to record a blank. The whole trade is in an unfortunate position, and the question now appears to be not "what is there doing?" but rather "what is going to happen?" As stated in our last, shipments from both England and America are sure to fall off considerably from now onwards, as prospects since exchange declined so low have never been such as to admit of fresh buying. There will be, in consequence, a correspondingly large falling off in the receipts for import duty of the Imperial Customs which will have to be made up in some other way to feed the loans. We are now informed that the silk crop will be fully twenty-five per cent. smaller than last year's while tea is also likely to show a deficit and thus there will be a further decline in the export duty of the Imperial Maritime Customs. It is therefore more than likely that internal taxation will be largely used by the Native Authorities to raise the necessary funds to meet the foreign liabilities of China. It is said that the Viceroy of Nanking has already experienced difficulty in getting together a remittance of six lacs of taels he recently had to send to Peking, while in one of the principal distributing centres, Tschion Tsun, in the province of Shantung, the Governor has levied a tax of two per cent. on imports whereas, formerly, *lekin* was unknown in the district. This shows how the wind blows, and it is likely that this pressure for money will be gradually felt all over the country.

SHARE REPORTS.

Hongkong, 20th June.—Business generally continues dull. Indo-Chinas have further declined; and Docks have also been lower, but have recovered somewhat towards the close. The final dividend of 6 per cent. on Indo-Chinas, equal to 12s. per share, has been paid in Hongkong to-day at exchange 1/8¾.

Banks.—Hongkong and Shanghais have sold at $595 and $592½, and are in request at the latter rate. The London rate is unchanged at £63.

Marine Insurances.—Unions are a little easier at $385, and Cantons at $165 with sellers. China Traders have been booked at $56. North Chinas are wanted at Tls. 185. Yangtszes after a sale at $127 have improved to $130.

Fire Insurances.—Hongkongs continue in request at $330. Chinas have sold at $80.

Shipping.—Hongkong, Canton and Macaos have been booked at $38 and $38½, and are enquired for at the latter rate. Indo-Chinas have sold at declining rates, and are now obtainable at $110 ex the final dividend of 12s. per share for 1901 paid to-day. China Manilas have been purchased at $35 and more shares can be placed at the rate. Douglases are easier at $45 with some sellers. Star Ferries and Shell Transports are unchanged.

Refineries.—China Sugars have sold at $109 and $108 and are procurable at the former figure. Luzons are unchanged.

Mining.—Punjoms are offering at $5. Jelebus can be placed at 50 cents, and Raubs at $9.

Docks, Wharves and Godowns.—Hongkong and Whampoa Docks declined to $210 during the early part of the week under review, but have since been taken off the market to some extent at $215, $217½ and $220, closing with buyers at $222½. Hongkong and Kowloon Wharves have been placed at $87, at which rate more are obtainable. New Amoy Docks continue in request at $36.

Lands, Hotels and Buildings.—Hongkong Lands have sold at $177½. Kowloon Lands and West Points are unchanged. Humphreys Estates have declined to $11¼ sellers. Hongkong Hotels have been done at $136 and $135 and close steady at the latter rate. Oriente Hotels can be obtained at $45.

Cotton Mills.—Laou Kung Mows are wanted at Tls. 45, and Soychees at Tls. 150. Hongkong Cottons can be placed at $17.

Miscellaneous.—Green Island Cements are wanted at $21½. Watsons have been bucked at $14½ and are further obtainable. Electrics, old, are wanted at $14 and new at $6¼. Ropes have been done at $140, and Ices at the improved rate of $242½. Steam Water Boats are wanted at $9 and China Providents at $9.85 after sales at the rate. Watkins have been done at $6½.

Closing quotations are as follows:—

Company.	Paid up.	Quotations.
Banks—		
Hongkong & S'hai...	$125	$592½, buyers / L'don, £63.
Natl. Bank of China		
A. Shares	£8	$27, buyers.
B. Shares	£8	$27, buyers
Foun. Shares...	£1	$10, sellers
Bell's Asbestos E. A....	£1	$1, buyers
Campbell, Moore & Co.	$10	$21, buyers
China-Borneo Co., Ld.	$15	$25, sellers
China Light & Power Co., Ld.	$20	$15, sellers
China Prov. L. & M....	$10	$9.85, sales & buy.
China Sugar	$100	$109, sellers
Cigar Companies—		
Alhambra Limited...	$500	$500, nominal.
Philippine Tobacco Invest. Co., Ld.	$50	$50, sellers
Cotton Mills—		
Ewo	Tls. 100	Tls. 45, sellers
International	Tls. 100	Tls. 38, sellers
Laou Kung Mow ...	Tls. 100	Tls. 45, buyers
Soychee	Tls. 500	Tls. 150, buyers
Hongkong	$100	$17, buyers
Dairy Farm	$6	$12, buyers.
Fenwick & Co., Geo....	$25	$46, buyers
Green Island Cement...	$10	$21½, sales & buyers
H. & C. Bakery	$50	$40.
Hongkong & C. Gas ...	£10	$140, buyers
Hongkong Electric	$10	$14, buyers
	$5	$6¾, buyers
H. H. L. Tramways. ...	$100	$330, buyers
Hk. Steam Water boat Co., Ld.	$5	$9, buyers
Hongkong Hotel	$50	$135.
Hongkong Ice.....	$25	$24½, sales
H. & K. Wharf & G....	$50	$87, sellers
Hongkong Rope.....	$50	$140, sales
H. & W. Dock	$50	$222½, buyers
Insurance—		
Canton	$50	$165, sellers
China Fire	$20	$80, sales
China Traders'	$25	$56, sales
Hongkong Fire	$50	$330, sales & buys.
North China	£25	Tls. 185, buyers
Straits	$20	nominal.
Union	$50	$385, sellers
Yangtsze.....	$60	$130.
Land and Building—		
Hongkong Land Inv.	$100	$177½, sales
Humphreys Estate..,	$10	$11¾, sellers
Kowloon Land & B.	$30	$30, sellers
West Point Building	$50	$55, sellers
Luzon Sugar	$100	$25, sellers
Manila Invest. Co., Ld.	$50	$25, sellers
Mining—		
Charbonnages	Fcs. 250	$550.
Jelebu	$5	$0.50, buyers
Queen's Mines, Ld....	25c.	nominal.
Olivers Mines, A....	$5	nominal.
Do. B....	$4½	nominal.
Punjom	$10	$5, sellers
Do. Preference...	$1	$1¼, sellers
Raubs	18	$9, buyers
New Amoy Dock	$63¾	$36, buyers
Oriente Hotel, Manila	$50	$45, sellers
Powell, Ld.....	$10	$8¾.
Robinson Piano Co., Ld.	$50	$55.
Steamship Coys.—		
China and Manila ...	$50	$35, sales & buy
	$5	nominal
China Mutual Pref.	£10	£12.
Do. Ordinary	£7.10	£7. 10s.
Do. Bonus	£5	£5.
Douglas Steamship	$50	$45, sellers
H., Canton and M...	$15	$38¼, buyers
Indo-China S. N. ...	£10	$110, exdiv., sellers
Shell Transport and Trading Co.....	£1	£2, sellers
Star Ferry	$10	$20¾, sellers
	$5	$11¼, sellers
Tebrau Planting Co....	$5	$1.
United Abestos.....	$4	$9.
Do.....	$10	$175, sellers
Universal Trading Co., Ld.....	$5	$21, sellers
Watkins Ld.....	$10	$6¼, sales
Watson & Co., A. S....	$10	$14½, sales & sellers

VERNON & SMYTH, Brokers.

Shanghai, 11th June (from Messrs. J. P. Bisset & Co.'s Report). The Chinese holidays intervened, and the business of the week has been rather restricted. BANKS.—Hongkong and Shanghai Banking Corporation. No local transaction is reported. MARINE INSURANCE.—North China shares were sold at Tls. 187.50. Yangtszes shares were placed locally at $130. FIRE INSURANCE.—Chinas were placed locally at $80, and are wanted. SHIPPING.—Indo-China S. N. Co. The market has been drooping, and sales were made at Tls. 96/95 for June, and 96.50, 95 and 96 for July. The market closes with sellers. SUGAR COMPANIES.—An interim dividend of 5 per cent. was paid to-day by the Perak Sugar Cultivation Co. MINING.—Chinese Engineering and Mining shares changed hands at Tls. 9.30/9.70 cash, 9.60/9.80 for June, 9.63,970 for July, 9.35/9.65 for August, 9.60/9.70 for September, and 9.40/9.70 for October. DOCKS, WHARVES AND GODOWNS.—Business was done in S. C. Farnham, Boyd & Co. shares at Tls. 275.50, $260 for June, 263 50 for July, and 267.50 for September. Shanghai and Hongkew Wharf shares were placed at Tls. 297.50/300 cash, 307.50 for September, 315/320 for October and 315/312.50 for December. LANDS.—Shanghai Land Investment Co. The ordinary meeting of shareholders is called for the 23rd June. An extraordinary meeting of shareholders will be held, on the 8th July, at which it is proposed to pass resolutions empowering the directors to increase the capital by the creation of 13,000 new shares, ranking for dividend from the 1st January, 1903, to be issued (at a premium) to shareholders in the proportion of one new for every three old shares standing on the register on the 23rd June. Shares have been placed at Tls. 117.50/120. INDUSTRIAL.—Shanghai Gas shares were sold at Tls. 120. Ewo Cotton Spinning and Weaving Co. It is proposed to reconstruct the company by writing down the capital of Tls. 1,500,000 paid up to Tls. 750,000 in 15,000 shares of Tls. 50 each, and to issue 5,000 shares at Tls. 50 each, which would bring the capital up to Tls. 1,000,000. International Cotton M. Co. An extraordinary meeting of shareholders is called for the 19th June, at which a resolution will be proposed to reduce the capital by writing off Tls. 25 per share on the 8,384 shares issued. Shanghai Ice shares were sold at Tls. 26.50 and are wanted. Pulp and Paper shares were sold at Tls. 120 cash and 121 for July delivery. TUGS AND CARGO BOATS.—Taku Tug and Lighter shares were placed Tls. 175, cum new issue and Indemnity Coupon. Shanghai Cargo Boat shares were sold at Tls. 135 and are wanted. There are also enquiries for Co-operative shares. MISCELLANEOUS.—Shanghai Langkat Tobacco shares changed hands at Tls 286.50, 290 cash, 295 for July, and 305 for September. Cash shares are wanted on the same terms. Hall and Holtz, Ld. An extraordinary meeting of shareholders is convened for the 5th July, at which it is proposed to pass resolutions authorising the directors to increase the capital by issuing 7,000 new shares, to be allotted to shareholders in the proportion of one new for every two old shares held. Shares have been sold at $39/40 and are wanted at the higher rate. Shanghai Mutual Telephone shares, new issue, have been sold at Tls. 56. Shares in Weeks & Co. were sold at Tls. 26, and Hotel des Colonies at Tls. 20.

CLOSING QUOTATIONS.

FRIDAY, 20th June.

EXCHANGE.

ON LONDON.—	
Telegraphic Transfer	1/8 1/32
Bank Bills, on demand	1/8¾
Bank Bills, at 30 days' sight	1/8 13/32
Bank Bills, at 4 months' sight	1 9
Credits, at 4 months' sight	1/9¼
Documentary Bills, 4 months' sight	1/9¼
ON PARIS.—	
Bank Bills, on demand	2.17½
Credits, 4 months' sight	2.21½
ON GERMANY.—	
On demand	1.77
ON NEW YORK.—	
Bank Bills, on demand	42¼
Credits, 60 days' sight	43
ON BOMBAY.—	
Telegraphic Transfer	129¾
Bank, on demand	130
ON CALCUTTA.—	
Telegraphic Transfer	129¾
Bank, on demand	130
ON SHANGHAI.—	
Bank, at sight	129¾
Private, 30 days' sight	130
ON YOKOHAMA.—	
On demand	18½ p.c.pm.
ON MANILA.—	
On demand.	2 p.c. pm.
ON SINGAPORE.—	
On demand	½ p.c. pm.
ON BATAVIA.—	
On demand	104⅛
ON HAIPHONG.—	
On demand	1½ p.c.pm.
ON SAIGON.—	
On demand	1½ p.c.pm.
ON BANGKOK.—	
On demand	60¾
SOVEREIGNS, Bank's Buying Rate	11.43
GOLD LEAF, 100 fine, per tael	59 75
BAR SILVER per oz.	24 5/16

TONNAGE.

HONGKONG, 20th June.—Since last report, freights have declined. From Saigon to Hongkong, 16 cents per picul; to Philippines, 25 cents per picul; to north coast Java, 27 cents for prompt, 28 cents for July loading. Java to Hongkong, 25 cents is offered for dry sugar; to Japan, 34 cents, also for dry sugar. Newchwang to Canton, 25 cents nominal. Coal freights are weaker. Moji to Hongkong, $1.90; to Singapore, $2.75 per ton. The following are the settlements:—

Bygdo—Norwegian steamer, 771 tons, Newchwang to Canton, 24½ cents per picul.

Jacob Diederichsen—German steamer, 623 tons, Newchwang and Chefoo to Amoy, 25 cents per picul.

Hopsang—British steamer, 1,359 tons, Moji to Hongkong, $2 per ton.

An Indo-China S. N. Co.'s steamer, Moji to Hongkong, $2 per ton.

An Indo-China S. N. Co.'s steamer, Moji to Hongkong, $1.95 per ton.

Shantung—German steamer, 1,000 tons, Saigon to Hongkong, 17 cents per picul.

Holstein—German steamer, 1,103 tons, Saigon to Hongkong, 17 cents per picul.

Petrarch—German steamer, 1,252 tons, Saigon to Hongkong, 16½ cents per picul.

Arnold Luyken—German steamer, 1,096 tons, Saigon to Hongkong, 16 cents per picul.

Onsang—British steamer, 1,787 tons, Saigon to Hongkong, $8,000 in full.

Nanyang—German steamer, 1,069 tons, Saigon to Manila, 27 cents per picul.

Bjorn—Norwegian steamer, 724 tons, Saigon to Amoy, 25 cents per picul.

Jacob Diederichsen—German steamer, 623 tons, Saigon to one port Philippines, 27 cents per picul.

Elg—Norwegian steamer, 708 tons, Saigon to one port Philippines, 26 cents per picul.

Prima—Norwegian steamer, 761 tons, Saigon to one port Philippines, 25 cents per picul.

Adelheld—German steamer, 921 tons, Saigon to one port Philippines, 25 cents per picul.

Daphne German steamer, 1,415 tons, Saigon to one port Philippines (32,000 piculs), 25 cents per picul.

Babelsberg—German steamer, 1,379 tons, Saigon to one port Philippines (30,000 piculs), 25 cents per picul.

Daphne—German steamer, 1,415 tons, Saigon to one port north coast Java, 28 cents per picul.

Petrarch—German steamer, 1,252 tons, Saigon to one port north coast Java, 28 cents per picul.

Tritos—German steamer, 1,033 tons, Saigon to one port north coast Java, 27 cents per picul.

Jacob Diederichsen—German steamer, 623 tons, Iloilo to Hongkong, 18 cents per picul.

Jacob Diederichsen—German steamer, 623 tons, Iloilo to Ningpo and Chefoo, 38 cents per picul.

An Indo-China S. N. Co.'s steamer, two ports north coast Java to Kobe or Yokohama, 34 cents per picul.

Diamante—British steamer, 1,255 tons, Foochow to Sarawak, private terms.

VESSELS ON THE BERTH.

FOR ANTWERP.—*Kanagawa Maru* (str.).

FOR LONDON.—*Chusan* (str.), *Stentor* (str.), *Alcinous* (str.), *Kanagawa Maru* (str.), *Formosa* (str.), *Sarpendon* (str.), *Ulysses* (str.).

FOR LIVERPOOL.—*Yangtsze* (str.), *Idomeneus* (str.).

FOR MARSEILLES.—*Sydney* (str.), *Malaya* (str.), *Kanagawa Maru* (str.), *Strassburg* (str.).

FOR BREMEN.—*Hamburg* (str.).

FOR HAVRE AND HAMBURG.—*Sambia* (str.), *Strassburg* (str.), *Silesia* (str.), *C. Ferd Laeiss* (str.), *Wurzburg* (str.), *Malaya* (str.).

FOR TRIESTE.—*Maria Valeria* (str.).

FOR VICTORIA, B.C.—*Kinshiu Maru* (str.), *Olympia* (str.).

FOR VANCOUVER.—*Empress of India* (str.), *Tartar* (str.).

FOR NEW YORK.—*Spithead* (str.), *Satsuma* (str.), *Merionethshire* (str.), *Verona* (str.).

FOR AUSTRALIAN PORTS.—*Kumano Maru* (str.), *Eastern* (str.), *Chingtu* (str.).

FOR BOMBAY, VIA SINGAPORE AND COLOMBO.—*Kagoshima Maru* (str.).

FOR SINGAPORE, PENANG, COLOMBO, AND BOMBAY.—*Nankin* (str.).

SHIPPING

ARRIVALS AND DEPARTURES SINCE LAST MAIL.

May—
15, Lena, Norwegian str.. from Manila.
15, Ness, British str., from Moji.
15, Terrible, British cruiser, from Weihaiwei.
16, Bingo Maru, Jap. str., from Singapore.
16, China. German str., from Java.
16, Hongkong, French str., from Hoihow.
16, Kersaint, French gunboat, from Haiphong.
16, Olympia, American str., from Tacoma.
16, Peru, American str., from San Francisco.
16, Sarpedon, British str., from Liverpool.
16, Skund, Norwegian str., from Bangkok.
16, Suevia, German str., from Foochow.
16, Tartar, British str., from Vancouver.
16, Zafiro, British str., from Manila.
17, Empress of India, Brit. str., from V'couver.
17, Fearless, British cruiser, from Singapore.
17, Kowloon, German str., from Vladivostock.
17, Loyal. German str., from Bangkok.
17, Lyeemoon, German str., from Shanghai.
17, Oopack, British str., from London.
17, Quarta, German str., from Bangkok.
17, Rosetta Maru, Japanese str., from Manila.
17, Szechuen, British str., from Canton.
18, Airlie, British str., from Australia.
18, Benlawers, British str. from Moji.
18, Chiyuen, Chinese str., from Shanghai.
18, Deuteros, German str., from Saigon.
18, Esmeralda, British str., from Iloilo.
18, Hipsang, British str., from Moji.
18, Kingsing, British str., from Chinkiang.
18, Mara Kolb, German str., from Moji.
18, Michael Jebsen, Ger. str., from Haiphong.
18, Satsuma, British str., from Amoy.
18, Taisang, British str., from Canton.
19, Ambria, German str., from Hamburg.
19, Bengal. British str., from Bombay.
19, Cape Colonna, British str., from Cardiff.
19, Claverdale, British str., from Moji.
19, Daijin Maru, Japanese str., from Tamsui.
19, Decima, German str., from Saigon.
19, Dr. H. J. Kiaer, Norw. str., from Iloilo.
19, Hailan, French str., from Pakhoi.
19, Kachidate Maru, Jap. str. from K'notzu.
19, Kutsang, British str., from Moji.
19, Nanshan, British str., from Bangkok.
19, Suisang, British str., from Calcutta.
19, Taichiow, German str., from Bangkok.
19, Triumph, German str., from Tsintau.
19, Wingsang, British str., from Shanghai
19, Yochow, British str., from Chefoo.
20, Chunsang, British str., from Canton.
20, Chusan, British str., from Shanghai.
20, Haitan, British str., from Coast Ports.
20, Lyeemoon, German str., from Canton.

DEPARTURES.

May—
16, Bygdo, Norwegian str., for Chefoo.
16, Gisela, Austrian str., for Trieste.
16, Hikosan Maru, Jap. str., for Kutchinotzu.
16, Hongmoh, British str., for Amoy.
16, Iyo Maru, Japanese str., for Seattle.
16, Kurani, British str., for Shanghai.
16, Salazie, French str., for Europe.
16, Wakasa Maru, Japanese str., for London.
17, Carl Diederichsen, Ger. str., for Hoihow.
17, Daigi Maru, Japanese str., for Swatow.
16, Endymion, British cruiser, for Home.
17, Hanoi, French str., for Hoihow.
17, Hanyang, British str., for Swatow.
17, Hiroshima Maru, Japanese str., for Moji.
17, Lyeemoon, German str., for Canton.
17, Maria Valerie, Aust. str., for Yokohama.
17, Petrarch, German str., for Swatow.
17, Rajaburi, German str., for Bangkok.
17, Saphir, Norwegian str., for Shanghai.
17, Sullberg, German str., for Newchwang.
17, Thales. British str., for Swatow.
17, Trym Norwegian str., for Newchwang.
17, Yuensang, British str., for Manila.
18, Anping Maru, Japanese str., for Swatow.
18, Bingo Maru, Japanese str., for Kobe.
18, Devawongse, German str., for Bangkok.
18, Dott, Norwegian str., for Bangkok.
18, Foochow, British str., for Amoy.
18, Ichang, British str., for Shanghai.
18, Kwangse, British str., for Foochow.
18, Nippon Maru, Jap. str., for S. Francisco.
18, Oopack, British str., for Shanghai.
18, Sarpedon, British str., for Shanghai.
18, Suevia, German str., for Hamburg.
18, Strathgyle, British str., for Sourabaya.
19, Apenrade, German str., for Hoihow.
19, Ariake Maru, Japanese str., for Kobe.
19, Borg, Norwegian str., for Bangkok.
19, Chiyuen, Chinese str., for Canton.
19, Chowtai, German str., for Bangkok.
19, Hongkong, French str., for Hoihow.
19, Kersaint, French gunboat, for Haiphong.
19, Kwangping, British str., for Tientsin.
19, Lena, Norwegian str., for Singapore.
19, Ness, British str., for Moji.
19, Petchaburi, German str., for Bangkok.
19, Sandakan, German str., for Sandakan.
19, Sishan, British str., for Swatow.
20, Bengal, British str., for Shanghai.
20, Kachidate Maru, Japanese str., for Moji.
20, Phra C. C. Klao, Ger. str., for Bangkok.
20, Rosetta Maru, Japanese str., for Manila.
20, Szechuen, British str., for Shanghai.
20, Taisang, British str., for Shanghai.

PASSENGERS LIST.

ARRIVED.

Per *Murani*, from Calcutta, Major Maxwell, Capts. Wright, Robson and Morris, Lieuts. Smith, McRenna, Hulbert, Clarke, Iles and Lapsley.

Per *Sydney*, for Hongkong, from Europe, &c., Mrs. Armundine Leroy, Mr. and Mrs. Ipfankuchs, Mrs. Mesney, Messrs. Machard Rousy, Joseph Bosenfeld, Mesney Toel and Eankamp and Rev. Gabriel: for Shanghai, from Singapore, Mr. and Mrs. Van der Dunon, Sister Maria Josephine, Revs. Disiere and Leblanc, Messrs. Gray, Blamjean, Elisabeth, Vincent, Cranger, E. Mold, Jardon, Morize and Santi: for Yokohama, from Bombay, Mr. D. Bollimoria; from Colombo, Mr. and Mrs. Mudel, Sisters Vitaline, Seclere and Theolacaille, Messrs. Serus, Amiot, Thirion, Poallontonacci, Diacre, Touchais, Martel, Billault, H. Maire, Bauliquier, Bougeau, D. S. Hart and Parker: for Kobe, from Singapore, Mrs. Osaki Yamaguchi and Mr. Pometosu Nichi.

From San Francisco, Mrs. M. V. Lawrence, Miss C. V. Lawrence, Miss A. L. Voorman, Miss H. A. Du Boise, Captain Simpson, Dr. Danel, Messrs. Raymond Crane, J. R. Hopkins, V. S. Miller, Joseph Smith, I. Rushmore, J. E. Bell, S. M. Morris, I. One, H. A. C. de Rubio, H. Oyama, E. C. Laybourn, A. W. Hastings, L. F. Wilfrey, B. A. Green, K. Matsuda.

Per *Salazie*, for Hongkong, from Shanghai. Miss C. Ribeiro, Rev. P. Lucas, Messrs. A. M. Basto, P. C. Potts, E. Roberts, Spieler, M Russ and Salomon: for Saigon from Shanghai, Mrs. Ballard and Mr. Lautier: for Singapore, from Yokohama, Mr. Nakagawa; from Kobe, Mr. and Mrs. Ribeiro and infant; from Nagasaki, Mr. Kersik; from Shanghai, Messrs. Esserdass, Fateiram, Bayharam, Megalogenis and J. Wittels: for Marseilles, from Kobe, Mr. Charles Raymond; from Nagasaki, Mr. Saparoffsky; from Shanghai, Mr. and Mrs. Meudre and daughter, Rev. Lonail, Sister Estelle, Messrs. Valette, Eestut, Laulhier, Lionnet, Martin, Jauffred, J. Theophile, Guyamard, Rouvrais, Kerhnel, Leon François, Bandrau, Pattison, Le Beuze, A. D. Hodne and Rouleau

Per *Olympia*, from Tacoma, Mrs. A. Ritchie and daughter.

From San Francisco, &c., Mrs. N. Clark, Capt. J. Bordman, Messrs. W. C. Pullian, W. T. Skaite and R. H. Hodge.

Per *Zafiro*, from Manila, Mrs Workizer, Dr. and Mrs. del Rosario, Dr. and Mrs. Lewis, Miss Gilbers, Messrs. Kennedy, Yergy, Heradia, Roskay, O. Donnel, Atherton and Gardiner.

Per *Tartar*, from Vancouver, Mr. Milne; from Yokohama, Mr. and Mrs. Thomas, Miss S. H. Colton, Capt. A. L. Miller, Messrs. N. H. Nuevig and H. H. Sholton; from Kobe, Lieut. and Mrs. Sloan and child and Mr. G. Hutchison; from Nagasaki, Messrs. W. B. Cadewallader, D. W. Smith and J. R. McDill; from Shanghai Mr. Robert Douglas.

Per *Bingo Maru*, from London, &c., for Kongkong, Mrs. Thompson and two children, Mr. and Mrs. Winter and three children, Messrs. Jaffe, Turner, Bowman, W. Bugg, Udall, B. Cherry, N. Jacob, S. Myrick and Rode; for Kobe, Miss Yeoman, Dr. Soga, Messrs K. Ito, and Y. Takara; for Yokohama, Messrs. O. Poole, Gallchie, B. Babs and N. Chakraberky, Lieut. Y. Shirai, Drs. K. Watanabe and S. Kamaji and Mr. K. Konishi.

Per *Rosetta Maru*, from Manila, Mr. and Mrs. Sampedro, Mrs. Sampedro and three children, Mrs. Scudder, Mr. and Mrs. Burke, Mr. and Mrs. Schilling, Miss F. Pralt, Messrs. W. E. Mitchell, J. E. Carley, H. A. George, O. Baretto, C. A. Kepner, G. Weir, L. H. Emming, U. O. Noak, G. F. Witton, W. Reber, B. Cosme, F. Unson, F. Schramek and Hamaguchi.

Per *Empress of India*, from Vancouver, Mr. and Mrs. Watcher and son, Mr. and Mrs. White, Messrs. H. T. Richardson, H. R. Dyson. J. J. Dunn, J. J. Mason and J. Egan; from Yokohama, Messrs. W. R. Kuhlman and T. H. Phelps; from Kobe, Mrs. and two Misses Alshire, Mrs. T. B. Chentham, Mr. and Mrs. Witkowski, Mrs. W. J. Dougherty, Misses M. Cummings and E. B. Caldwell, Dr. H. C. Patrick, Messrs. J. N. Alshire, J. Rankin, C. H. Smith, G. Anneccocha, C. de Chunuca and Basil Taylor; from Nagasaki, Mr. and Mrs. Baretto, Mrs. D. K. Mitchell and Mr. S. A. Mitchell; from Shanghai, Mrs. E. Mitchell and child, Messrs. A. G. Stokes, J. C. Fremont, A. Fincke and Arthur Guise.

Per *Triumph*, from Tsintau, Mr. F. Ferren.

Per *Airlie*, from Australia, Master Weaver and Mrs. L. F. Weaver, Misses Lopaz and Omatsu, Messrs. E. G. Hutchins, F. S. Croggan, A. E. Watson, M. G. Hevia, J. Roraura, L. Leischer and Messrs. J. and E. Gobias.

Per *Suisang*, from Calcutta, Messrs. Downing, Hyging, Anderson, Gambler and Ballantyne.

Per *Bengal*, for Hongkong, from London, Mr. and Mrs. R. O. Boggon and Miss L. Larkman; from Marseilles, Comdr. F. W. Dean and Mr. R. Shields; from Bombay, Mrs F. W. J. Caulfield and infant, Lieut.-Col. W. A. Manson, Messrs. J. A. Correa and E. Grenling; from Singapore, Messrs. E. Dalieto and T. Perpetuo: for Shanghai, from London, Messrs. A. Bladgon, J. Horrocks, W. O. Connor and A. Bookless; from Marseilles, Mr. J. B. Addison; from Brindisi, Mr. Rospighosi; from Bombay, Mr. J. S. Mistri; from Singapore, Mr. E. H. Smart: for Yokohama, from Port Said, Mrs. C. E. Hudson, Mrs. Ida F. Lyon, Mrs. R. M. Durkee and Dr. W. S. Froilley.

DEPARTED.

Per *Iyo Maru*, for Seattle, &c., Mrs. A. Bourchier, Mrs. A. Thompson, Misses D. and R. Thompson, Mr. and Mrs. D. L. Smith, Mr. and Mrs. C. H. Aitken, Mr. and Mrs. A. A. Young and child, Mr. and Mrs. F. A. Pearson, Mr. Pearson, Misses Pearson (3), Mrs. Mackenzie, Misses Homan, Hart and Parker, Messrs. Enus Seth, F. W. Thorne, J. W. Macgregor, I. Ono and Capt. Krickenbeck.

Per *Wakasa Maru*, for London, &c., Mr. and Mrs. Dysart, Dr. and Mrs. R. Caltman and two children, Mrs. Parker, Mrs. Bathgate, Mrs. Moore Graham and two daughters, Mrs. B. Wanstall and three daughters, Miss F. S. Newton, Capt. W. H. Cope, Messrs. H. Hobden, A. E. Sandbach, H. Maitoh, G. Kabayashi, F. J. Settle, D. Macmillan, W. Prutchnow, K. Miyajima, M. Katayara, A. Partridge, B. Matsuoko and I. Kawazu, Mrs. Y. Tamai, Misses Aki and Funci Tamai.

Per *Yuensang*, for Manila, Mrs. S. A. Mitchell, Mr. and Mrs. J. C. Aukron, Miss D. H. Cotton, Messrs. B. W. Cadwallader, D. W. Smith, J. R. McDill, W. H. Nieweg, L. Laborvich, M. Speiler, B. Roberts, H. H. Shelton, A. R. Miller, R. H. Hodge, S. S. Myrick, H. Bugg, J. Becker, R. V. Vredenburgh, D. K. Mitchell, Ed. M. Lear and J. Perry Dibble.

Per *Bingo Maru*, for Japan Miss Yeoman, Lieut. Shirai, Messrs. Konishi, B. Baba, Poole, G. Allchir, Ito, Lawaji, Oga, Tahara, Watanabe and M. Chakraberby.

For Shanghai, Dr. and Mrs. Lewis, Mrs. Scudder, Messrs. Schnell, Schultze-Moderow, John Latta, J. M. Bell, H. A. C. de Rubio, J. R. Hopkins, A. Ross, A. Fisher and F. Schramek; for Nagasaki, S. A. T. the Grand Duke Boris of Russia, Chevalier de Schaeck, Lieuts. Strandtman, A. Greaves and Frederici and Mr. C. Greaves; for Kobe, Mr. L. R. Wilfley; for Yokohama, Miss A. Forrest; for Honolulu, Dr. W. W. Danel; for San Francisco, &c., Mr. and Mrs. L. Lecacheux, Mrs. M. V. Lawrence and Miss C. V. Lawrence, Dr. and Mrs. Hasse, Messrs. John H. Beach, J. M. Doherty, S. M. Morris, R. Crane, T. Y. Vierkamp, A. W. Hastings, O. Lurman, Geo. Weir and C. Symon.

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